

State Route 12 Road Stabilization and Improvements
Bryce Canyon National Park Garfield County, Utah
Environmental Assessment

August 2019

UDOT Project Number: F-0012(43)15
SR-12; MP 14.42-18.16
PIN: 15632



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LIST OF ACRONYMS

1		
2	AADT	Average Annual Daily Traffic
3	APE	area of potential effect
4	ARD	aquatic resource delineation
5	BRCA	Bryce Canyon National Park
6	CFR	Code of Federal Regulations
7	cy	cubic yard
8	EA	Environmental Assessment
9	EPA	U.S. Environmental Protection Agency
10	FHWA	Federal Highway Administration
11	ft	feet
12	HED	Federal Highway Easement Deed
13	IPaC	Information for Planning and Consultation
14	KOP	key observation point
15	MBTA	Migratory Bird Treaty Act
16	mi	mile
17	MOU	memorandum of understanding
18	MP	milepost
19	mph	miles per hour
20	NAAQS	National Ambient Air Quality Standards
21	NEPA	National Environmental Policy Act
22	NPS	National Park Service
23	NRHP	National Register of Historic Places
24	NWI	National Wetlands Inventory
25	OWJ	officials with jurisdiction
26	PBO	programmatic biological opinion
27	QCD	Quitclaim Deed
28	ROW	Right-of-way
29	SR	Utah State Route
30	SR-12	Utah State Route 12
31	SWReGAP	Southwest Regional Gap Analysis Project
32	TIP	Transportation Improvement Program
33	UCWP	Utah Clean Water Partnership
34	UDOT	Utah Department of Transportation
35	UDWR	Utah Division of Wildlife Resources
36	UGS	Utah Geological Survey
37	UPD	Utah prairie dog
38	USC	United States Code
39	USDOT	U.S. Department of Transportation
40	USFWS	U.S. Fish and Wildlife Service
41	USGS	U.S. Geological Survey
42	WOUS	Waters of the United States
43		

CHAPTER 1. PURPOSE AND NEED

1.1 Introduction

The National Park Service (NPS) and the Utah Department of Transportation (UDOT) are engaging as joint lead agencies in an Environmental Assessment (EA) to evaluate long-term improvements along the portion of Utah State Route 12 (SR-12) that passes through Bryce Canyon National Park (BRCA). Issues along the stretch of SR-12 within the park include landslides and safety concerns. The EA discusses the potential impacts of the actions proposed as part of the SR-12 Road Stabilization and Improvements (Figure 1-1). Completion of the project would stabilize and preserve infrastructure, optimize mobility, and improve safety along SR-12 through BRCA.

1.2 Existing Conditions - Project Location, Roadway Description, and Traffic Counts

1.2.1 Project Location

The proposed project is on a 3.74-mile (mi) section of SR-12 between Milepost (MP) 14.42 and MP 18.16 in BRCA, Garfield County, Utah. The project area is approximately 172 acres and is defined as all areas of long-term and temporary project surface disturbance. The project area is located in Sections 8, 9, 15, 16, 21, and 22, Township 36 South, Range 3 West, Salt Lake Baseline and Meridian on the Bryce Canyon and Tropic Canyon 7.5-minute U.S. Geological Survey (USGS) quadrangles.

The project is listed in the Final Statewide Transportation Improvement Program (TIP) for 2019–2024, approved on October 1, 2018 (UDOT 2018b). The project would be funded 12.5% (\$1,017,095) by the State and 87.5% (\$7,132,095) federally. The estimated construction cost of the proposed project is \$8,150,000.

1.2.2 Roadway Description

Prior to November 2, 1960, the State of Utah held an easement for a 66-foot (ft)-wide right-of-way (ROW) for SR-12 through BRCA. Through a Quitclaim Deed (QCD) recorded on November 2, 1960, at Book 118-Page 378 (hereafter the Nov 1960 QCD), the State conveyed all of its interest in the 66-ft-wide ROW to the NPS subject to certain conditions, including the retention of the right to maintain the roadway. While the State did not retain a formal easement, the roadway is managed as a state highway.

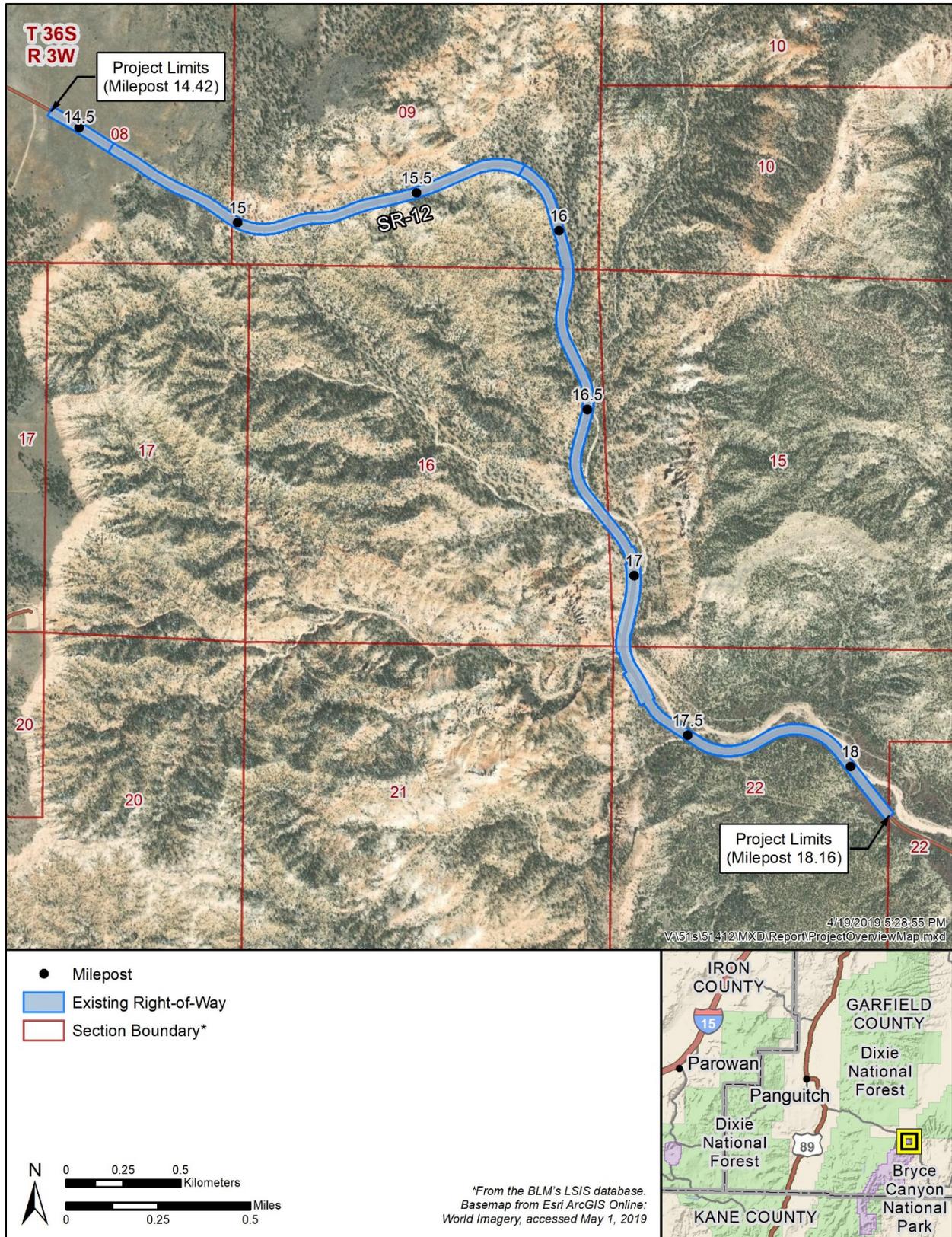
The existing SR-12 roadway is a two-lane, undivided highway, with 12-ft-wide travel lanes and varying paved shoulders. Shoulders are typically 2 to 5 ft wide in the project area, with one stretch that is less than 2 ft wide and small stretches that are 5 to 10 ft wide or wider. Shoulders adjacent to the Mossy Cave parking area (MP 17.5) are typically greater than 10 ft wide, with small stretches that are 2 to 5 ft wide, and one stretch that is 5 to 10 ft wide.

SR-12 is a National Scenic Byway and is a critical transportation corridor between the towns of Tropic and Bryce, as well as for BRCA. It is also a critical emergency access and popular route for tourists visiting BRCA and other nearby recreation areas. SR-12 travels through varying terrain that ranges from the flat plateau near Bryce City to a steep and winding downgrade to Tropic.

1.2.3 Traffic Counts

In 2017, more than 2.5 million people visited BRCA (NPS 2019a). In 2018, the traffic count of visitors entering the main entrance ranged from 12,661 in January to 86,940 in July (NPS 2019b). To better evaluate the traffic counts on SR-12, the Average Annual Daily Traffic (AADT) is used. The AADT is the average volume of traffic for the average 1-day (24-hour) period during a data reporting year at a specific location or specific segment of road. The AADT is projected to increase to 4,122 in 2036 (UDOT 2018a). More recent SR-12 traffic counts from 2017 are shown in Table 1-1.

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Figure 1-1. Proposed Project Limits.

Table 1-1. 2017 Traffic Counts on State Route 12 from Mileposts 14.3 to 18.4

SR-12 Milepost	Number of Vehicles in 2017		
	Westbound	Eastbound	Combined
14.3	1,248	1,552	2,800
14.8	1,255	1,526	2,781
15.4	1,244	1,531	2,775
16.3	1,240	1,538	2,778
17.5	1,141	1,452	2,593
18.4	1,113	1,437	2,550

Source: UDOT (2017b).

Note: Mossy Cave parking area is near MP 17.5.

1.3 Purpose and Need

1.3.1 Purpose

The purpose of the project is to ensure long-term road stabilization near the 2017 landslide area, preserve infrastructure, and improve traffic mobility and safety along the existing SR-12 by providing a transportation corridor that improves access for vehicles, bicyclists, and pedestrians. The purpose is also to formally define the transportation corridor within BRCA for a permanent transportation easement for SR-12 under 23 Code of Federal Regulations (CFR) 710.601 and under the NPS Director’s Order #87D (NPS 2000) and Federal Highway Easement Deed (HED) process.

1.3.2 Need

SR-12 has a history of landslide activity. In summer 2015, maintenance crews constructed a geogrid-reinforced deep patch to stabilize the roadway. In 2016, 250,000 cubic yards (cy) of compacted embankment was placed to establish a 2H:1V slope to act as a toe buttress to prevent future landslides. However, in February 2017, a deep-seated landslide movement occurred, forming a head scarp that daylighted in the bottom of the embankment, and landslide displacements were observed up to approximately 1,000 ft downslope. An approximately 200-ft-long section of the entire eastbound lane was lost, and a 50-ft-tall head scarp followed the SR-12 centerline.

A geophysical survey consisting of three seismic refraction surveys and a site exploration (including the excavation of an exploration trench and test pits) at the location of the landslide were then conducted. Based on the data from these studies, emergency slope stabilization was performed (Phase I). The Phase I emergency slope stabilization was limited in scope to stabilizing the over-steepened remaining portion of the SR-12 embankment and restoring two-way traffic. The Phase I construction included a 50-ft tall by 250-ft-long soil nail wall to stabilize the SR-12 roadway. The soil nail wall was finished with shotcrete. Temporary two-way traffic was restored with reduced speeds and rough grading was performed to get the area south of the roadway to drain. Phase I also included an evaluation of the geological and geotechnical hazards at this location, including rockfall hazard and geotechnical stability. Although the landslide area has undergone temporary repair (Phase I), a more permanent solution is needed to address the water that saturates the soils beneath the highway, which caused the collapse of the embankment.

There are currently safety issues on the existing SR-12 roadway, which serves as a critical emergency access and popular route for tourists visiting BRCA and other nearby recreation areas. Issues include speed differentials, congestion, limited visibility and substandard shoulders. SR-12 has the potential for further deterioration, increasing safety concerns, and more congestion as traffic demands and visitor use rises, resulting in decreases in capacity, mobility, and operational efficiency.

Additionally, the parking area for the Mossy Cave trailhead, located at the bottom of the steep grade, requires vehicles entering the area to reduce speed inside travel lanes. Vehicles exiting the parking area are

1 required to merge into traffic traveling at the posted highway speed limit of 50 miles per hour (mph). Both
 2 conditions result in traffic congestion and unsafe traffic movements at the Mossy Cave trailhead.
 3 Furthermore, the boundaries of the SR-12 road maintenance responsibilities, established in a 1959
 4 memorandum of understanding (MOU) and the Nov 1960 QCD, through BRCA between MPs 14.42 and
 5 18.16, do not match the existing road alignment, limiting UDOT's ability to maintain and improve
 6 infrastructure. It is proposed that a Title 23 easement be obtained on the entire length of SR-12 through
 7 BRCA. This will include providing an updated legal description and map of the existing highway alignment
 8 and the proposed highway expansion, with an updated ROW through the required HED process.

9 **1.4 Proposed Action**

10 The proposed SR-12 highway improvements would provide a long-term stabilization solution to recurring
 11 road instability and associated human safety concerns as well as provide additional safety and mobility
 12 improvements by widening lanes and shoulders and providing for passing lanes. The Proposed Action
 13 would also include a Title 23 easement for a transportation ROW.

14 **1.5 Resource Topics**

15 Table 1-2 lists potential resource topics and provides the rationale for 1) a determination that there would
 16 be no impacts on the resource (dismissed), 2) a determination that there would be potential impacts but
 17 not at a level that warrants further detailed analysis in the EA (dismissed with mitigation), or 3) a
 18 determination that there would be potential impacts that warrant more detailed analysis in the EA
 19 (analyzed). Impacts are classified as follows:

- 20 • Temporary: up to 6 months during the construction period
- 21 • Short term: often quickly reversible and associated with a specific event, and lasting 1 to 5 years
- 22 • Long term: when the duration of impacts occurs after the construction and persists longer than 5
 23 years

24 **Table 1-2. Resource Impact Topics**

Resource	Determination/ Potential for Impact	Rationale for Determination/Potential Issues and Impacts
Air quality	Dismiss	The project is listed in the Final Statewide Transportation Improvement Program (TIP) for 2019–2024, approved on October 1, 2018 (UDOT 2018b). In addition, Garfield County is in attainment with the National Ambient Air Quality Standards (NAAQS), according to the U.S. Environmental Protection Agency’s (EPA’s) Green Book (EPA 2018a) and the Utah Division of Air Quality. The project would be exempt from the requirement to determine conformity under 40 CFR 93.126 because it is listed in the Statewide TIP and would not result in new or continuing violations of the NAAQS. Construction activities would cause some temporary and localized dust and vehicle greenhouse gas emissions in the immediate area of SR-12; however, these emissions would not be of a quantity or duration to impact the overall air quality of BRCA or visibility for park visitors.
Community impacts	Dismiss	The project would not result in the displacement of residences or businesses because there are none in or near the project area. The project would improve overall public safety by ensuring the long-term road stability of SR-12 and reducing congestion. Highway users and BRCA visitors would experience inconveniences from temporary traffic delays on SR-12 during construction activities, but there would be no long-term delays or disruptions to community cohesion.

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Resource	Determination/ Potential for Impact	Rationale for Determination/Potential Issues and Impacts
Cultural resources	Dismiss	<p>Historic properties are cultural resources included in or eligible for the National Register of Historic Places (NRHP).</p> <p>A Class III cultural resources survey of the project area was completed in 2017 (Transcon Environmental [Transcon] 2018a). In all, seven archaeological sites (six previously recorded and one newly recorded) were identified in the area of potential effect (APE). The APE for the cultural resources survey was 2.9 mi long and was from MP 14.6 to MP 17.5. The width of the APE varied from 200 to 400 ft on either side of SR-12. To account for modifications in project design, an additional 0.8 mi along SR-12 (with similar widths) was also surveyed. Three of the seven sites are considered eligible for the NRHP: the Tropic Canal, the Tropic Ditch diversion dam, and a historic rock overhang and soil stain (Transcon 2018a). Because no project activities would occur in or near the sites, no historic properties would be affected, and it was not necessary to consider mitigation measures under the National Historic Preservation Act. Although unidentified cultural resources could be encountered during construction, these resources might not be intact and likely would have been affected by the initial creation of SR-12. Tribal consultation was conducted (see Chapter 5). No ethnographic resources were identified during this consultation. For the above reasons, this topic was dismissed from detailed analysis in this EA.</p>
Economics	Dismiss	<p>The project would not result in the displacement of residences or businesses because there are none in or near the project area. Construction activities would not require local employment at a quantity that would create a long-term or noticeable change in community unemployment levels or housing needs. Indirect, beneficial impacts to the local economy could occur if goods and services needed for construction are purchased in the area. The project would not affect the tax base or change property values because it would occur inside a national park.</p>
Environmental justice	Dismiss	<p>According to the EPA’s environmental justice screening and mapping tool, the project area is in census block group 490170004002, which includes towns such as Bryce Canyon City, Tropic, Cannonville, and Antimony. The block group has a minority population of 8%, which is below the state and federal averages of 21% and 38%, respectively. The block group has a low-income population of 30%, which is below the state and federal averages of 31% and 34%, respectively (EPA 2018b). Because project construction would be temporary and occur only near SR-12 in BRCA, it would not result in disproportionately high and adverse human health or environmental effects on minority or low-income populations. Once complete, the project would improve overall safety by ensuring the long-term road stability of SR-12 and reducing congestion.</p>
Farmlands	Dismiss	<p>According to the Natural Resources Conservation Service Soil Survey Geographic Database, there is an area designated “prime farmland if irrigated” in and adjacent to the west end of the project area (U.S. Department of Agriculture, Natural Resources Conservation Service 2018). However, this area is already contained in the boundaries of BRCA and is not currently being used as farmland within the national park. The project would not change the current land use of this area. Title 17 of the Utah State Code Chapter 41 was enacted by the State of Utah to protect agricultural lands placed in agriculture protection areas from zoning changes, nuisances, and unreasonable restrictions on farm structures and farming activities. The land must currently be used for agriculture production. There are no designated Agriculture Protection Areas within BRCA; therefore, farmlands are not evaluated in this EA.</p>
Floodplains	Dismiss	<p>There are no mapped Federal Emergency Management Agency floodplains in the project area.</p>

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Resource	Determination/ Potential for Impact	Rationale for Determination/Potential Issues and Impacts
Hazardous materials and hazardous waste sites	Dismiss	According to the Utah Environmental Interactive Map, there are no hazardous waste sites present within, or adjacent to, the proposed ROW limits (Utah Department of Environmental Quality 2018). This map review includes sites such as underground storage tanks, leaking underground storage tanks, oil and gas wells, brownfields, Superfund (i.e., Comprehensive Environmental Response, Compensation, and Liability Act) sites, dry cleaner facilities, facilities that generate hazardous waste and used oil, and hazardous materials incidents.
Human health and safety	Analyzed	<p>There are currently safety issues on SR-12, including speed differentials, congestion, limited visibility, and substandard shoulders. The completion of the project would reduce or eliminate many of these safety concerns.</p> <p>During construction activities, safety may be an issue for visitors, bicyclists, and commuters on this section of SR-12. Human health and safety are retained for analysis in Chapter 3.</p>
Indian trust resources	Dismiss	There are no Indian trust resources in the project area.
Land use	Dismiss	The project area is in BRCA, which is federally owned land that must be managed as a national park by law. The project would not change current land use.
Night skies	Dismiss with mitigation	Bryce Canyon National Park's Foundation Document (NPS 2014) identifies night skies as a fundamental resource and core value. All lights would be shielded and would be pointed downward (directional) toward the ground. Therefore, additional light would be confined to the construction zone, would last up to 6 months, and would not have any long-term impacts on the night sky.
Noise/natural sounds	Dismiss	<p>This project does not qualify as a Type I (23 CFR 772) project because it is not new highway construction or existing highway construction that alters the horizontal or vertical alignment or increases the number of through-traffic or auxiliary lanes. Because it is not a Type 1 project, mitigation under 23 CFR 772 was not considered for this project.</p> <p>Construction activities would cause some noise in the immediate area of SR-12; however, the noise would not be of a level or duration to impact the overall natural quiet of BRCA for park visitors. Vehicle noise is typically present in and around the project area from SR-12. Noise from construction activities would add to the background vehicle noise temporarily and could be noticed by park visitors in the immediate area. Although construction activities could cause some temporary and localized sound impacts, this should not impact the overall natural quiet of the park. Construction activities would follow local noise ordinances and UDOT 2017 Standard Specifications (UDOT 2017a).</p>
Paleontological resources	Dismiss with mitigation	The project area is in a Potential Fossil Yield Classification system Class 4 (high potential to contain fossils) area, and numerous paleontological localities consisting of vertebrate and invertebrate fossils have been recorded near the project area (Transcon 2018a). In accordance with the 2010 Memorandum of Understanding (MOU) between the UDOT and the Utah Geological Survey (UGS), paleontological survey or monitoring will be conducted of the Wahweap Formation between milepost 14.8 to 15.5 of SR-12 prior to construction. If it's determined there is potential to impact significant paleontological specimens, UDOT will consult with UGS to seek ways to avoid, minimize, or mitigate the impacts as described in the MOU. This could include mitigation by collection or excavation if determined appropriate.
ROW/ relocations	Dismiss	No business or residential relocations would be caused by the project.
Section 4(f) and 6(f) resources	4(f) resources: analyzed 6(f) resources: dismiss	The project would update the legal description of the SR-12 ROW through BRCA per the 23 CFR 710.601 process and the HED process. BRCA is a potential Section 4(f) property as defined in 23 CFR 774; the project proposes to incorporate a portion of BRCA into a transportation facility. Section 4(f) is retained for further analysis in Chapter 4. The project would not impact or result in the permanent conversion of outdoor recreational property

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Resource	Determination/ Potential for Impact	Rationale for Determination/Potential Issues and Impacts
		acquired with Land and Water Conservation Fund assistance; therefore, no Section 6(f) resources would be affected.
Soils and geology	Dismiss with mitigation	The project would reduce soil instability caused by nearby underground springs. Full depth pavement reconstruction through the previous landslide area would occur, and the highway would be widened. A long-term geotechnical or structural improvement solution to ensure the slope's stability in the landslide area would be developed, along with drainage solutions. These activities would impact Wahweep Formation and Claron Formation Pink Limestone Member (Tcp) formations. The Tcp formation includes limestone that forms fluted cliffs, columns, hoodoos, and spires, as well as steep slopes (Gerhart Cole 2017). These fine-grained sandstone, siltstone, and shale soils would be removed under Alternative 1 (253,000 cubic yards) and Alternative 2 (117,000 cubic yards) where upslope soil and a rock wall may be cut (Table 2-1). Because no project activities would occur near prominent rock features such as hoodoos, and the existing geologic features have been affected by the initial creation of SR-12, no adverse impacts to soils and geology would occur under the Proposed Action. The construction activities could contribute to temporary erosion of surface soils during construction; therefore, mitigation measures (Appendix A) would be implemented to limit soil erosion, which would potentially impact resources such as Waters of the United States (WOUS) (see Chapter 3 for additional detail).
Transportation (including pedestrian and bicyclist issues)	Analyzed under Human Health and Safety	The project would preserve infrastructure and improve mobility along the existing SR-12 by providing a modified transportation corridor that improves mobility for vehicles, bicyclists, and pedestrians. There would be no change in existing traffic circulation; however, it would include widening the existing highway, a westbound passing lane extension, and the addition of 5-ft-wide bicycle lanes in the eastbound and westbound directions, which would impact transportation. This is discussed in the Human Health and Safety section in Chapter 3.
Vegetation: common	Analyzed	Surface disturbance from project activities would potentially disturb, damage, or destroy vegetation. Vegetation is retained for analysis in Chapter 3.
Vegetation: federally listed plant species	Dismiss	The U.S. Fish and Wildlife Service's (USFWS's) Information for Planning and Consultation (IPaC) tool indicates that Jones cycladenia (<i>Cycladenia humilis</i> var. <i>jonesii</i>) and Ute ladies'-tresses (<i>Spiranthes diluvialis</i>) are the only federally listed plant species with the potential to occur in or near the survey area (Transcon 2018b). Consultation with BRCA resource management specialists and further analysis of habitat requirements and known habitat ranges concluded that Jones cycladenia (a threatened species) does not have potentially suitable habitat in the project area (Transcon 2018b). In coordination with BRCA, a habitat suitability reconnaissance for Ute ladies'-tresses was conducted in 2018 by Transcon and the NPS along streambeds in the project area near Mossy Cave. The reconnaissance found no suitable Ute ladies'-tresses habitat in the survey area (Transcon 2018b).
Vegetation: BCRA-listed plant species	Dismiss with mitigation	Based on a desktop analysis, consultation, and field surveys, one suspected BCRA plant species of concern was identified in the project area during field surveys: yellow-white catseye (<i>Cryptantha ochroleuca</i>). This potential population occurs outside the area where direct surface disturbance would occur. NPS resource management specialists have recommended that this population be revisited during the next flowering season to confirm identification. If this plant species is confirmed as yellow-white catseye, a mitigation measure would be implemented to fence off the occurrence to ensure that it is not disturbed by construction activities. Based on the implementation of mitigation measures, no direct impacts to special-status plant species would occur under the Proposed Action.

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Resource	Determination/ Potential for Impact	Rationale for Determination/Potential Issues and Impacts
Visitor use and experience	Dismiss with mitigation	Temporary traffic delays and construction dust and noise may occur on SR-12 and near the Mossy Cave trailhead during project construction. This could impact the visitor experience in these areas on a temporary basis but would not prevent any visitor access to trailheads or viewpoints. In addition, a viewshed wayside exhibit and pull-out would be closed during construction, which would temporarily reduce some of the educational material available to visitors. In the long term, the visitor experience at Mossy Cave and access to the Mossy Cave trailhead would be improved. Information that would describe impacts to visitor health and safety is provided in the Human Health and Safety and Visual Resources sections in Chapter 3.
Visual resources	Analyzed	SR-12 widening and stabilization would impact the natural viewshed by cutting rock wall, filling downslope, and creating more paved surfaces. During construction, an existing wayside exhibit and pull-out would be closed. Visual resources are retained for analysis in Chapter 3.
Water quality and water quantity	Dismiss with mitigation	<p>The study area (encompassing the project area and approximately 200 to 300 feet outside the project area) contains nine aquatic features discussed in further detail in Chapter 3. The project would maintain the existing hydraulic cross conveyance of water by replacing and/or extending the existing cross culverts. There are no groundwater aquifers in the project area that have been classified by the Utah Ground Water Quality Protection Program; therefore, no impacts to groundwater recharge would occur in this type of aquifer. Construction activities could cause a temporary increase in stormwater runoff, which has the potential to affect surface water quality. Project design would require the implementation of drainage solutions for SR-12 in the landslide area, which would reduce erosion and sedimentation impacts on surface water quality from stormwater by capturing and conveying its flow and reducing erosion and flooding on adjacent lands. These drainage solutions would help maintain the good condition status of water quality in BRCA and would prevent additional pollutants from harming the Tropic Ditch and the Paria River. As part of the requirements of the permit, the contractor would be required to develop and implement a stormwater pollution prevention plan.</p> <p>Given the above, the project would not impact surface water or groundwater flow or quantity and would not impact drinking water supplies or distribution systems. Therefore, water quality and water quantity are not evaluated further in this EA.</p>
Aquatic resources	Analyzed	No wetlands were identified in the project area (Transcon 2018c). Eight intermittent streams and one perennial stream were identified in the study area as potential jurisdictional WOUS (Transcon 2018c); these are analyzed in the Aquatic Resources section of Chapter 3.
Wild and Scenic Rivers	Dismiss	There are no designated Wild and Scenic Rivers in or adjacent to the project area.
Wilderness	Dismiss	There is no designated wilderness in the project area (NPS 2011b). BRCA-recommended wilderness is located north of the project area, and an area of proposed wilderness on BLM lands (outside BRCA) is located directly south of the eastern end of SR-12. When visitors hike the cliff tops in the BRCA-recommended wilderness area or visitors are present in the proposed BLM wilderness near SR-12 during project construction, their experience could be affected by temporary noise, dust, and visual impacts from project construction activities that would cease once construction is complete. Furthermore, project construction would occur in and adjacent to a highway corridor that already presents noise and visual impacts to nearby recreationists; therefore, the potential temporary construction impacts would not result in long-term impacts to the wilderness character of the area.

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Resource	Determination/ Potential for Impact	Rationale for Determination/Potential Issues and Impacts
Wildlife and wildlife habitat (including special-status species)	Dismiss with mitigation	<p>Construction activities may disturb common wildlife (e.g., mice, squirrels, birds) and their habitat through dust, noise, human activity, and vibrations. Project-related impacts (increased noise, dust, and human presence) to these species would be temporary (lasting through construction) and further limited through implementation of the mitigation measures (see Appendix A). In addition, this type of wildlife is characteristic of this ecosystem and is abundant; therefore, species populations would not be adversely affected.</p> <p>Utah prairie dog (<i>Cynomys parvidens</i>) (threatened) was identified as having potentially suitable habitat in the project area. As stated in the 2018 Biological Summary Report (Transcon 2018b), coordination between UDOT, BRCA, the NPS, and the USFWS determined this project falls within the action area defined in the <i>Final Programmatic Biological Opinion for the Utah Department of Transportation (UDOT) Highway Preservation and Improvement Program (PBO)</i> (USFWS 2013). The course of action regarding Utah prairie dog (UPD) followed the requirements outlined in the PBO (USFWS 2013) and in the <i>UDOT Utah Prairie Dog Surveying, Monitoring, and Reporting Protocol</i> (UDOT 2013). Coordination between Transcon, UDOT, and the Utah Division of Wildlife Resources (UDWR) confirmed that because there is no mapped UPD habitat within 0.25 mi of the project area, no surveys would be required (USFWS 2013). Because no Project activities would occur in or near the suitable habitat for UPD, there would be no impacts to UPD.</p> <p>The project takes place within the Parker Mountain/Emery Sage-grouse Management Area, although only one-tenth of a mile (MP 14.6 to MP 14.7) of the proposed project takes place within suitable habitat for sage-grouse. The nearest recorded greater sage-grouse lek is located approximately 2.8 miles northwest of MP 14.6. The presence of potentially suitable greater sage-grouse habitat was identified within the sagebrush grassland habitat at the northwestern end of the project area, where a variety of open and dense shrub cover areas exist. Beyond this area, within the sage-grouse management area from MP 14.8 to 16.3, the dominant ecological systems within and adjacent to the project area are classified as ponderosa and pinyon-juniper woodlands, which do not provide suitable habitat for greater sage-grouse. In addition, no greater sage-grouse were observed within the project area during field visits (Transcon 2018b). Proposed construction activities would contribute to removal of habitat; however, the extent of habitat removal would result in approximately 0.30 % of suitable habitat within the BRCA. In addition, mitigation measures (Appendix A) would be implemented to limit construction-related impacts (e.g., noise) to sage-grouse. Based on the abundance of suitable habitat in the ecosystem and implementation of mitigation measures, sage-grouse populations would not be adversely affected.</p> <p>Two state-listed bat species, fringed myotis (<i>Myotis thysanodes</i>) and spotted bat (<i>Euderma maculatum</i>), have historical records (1964, 1990) of occurrence outside the boundary of BRCA, approximately 1.5 mi north of the project area. No bats were observed during field visits to the project area (Transcon 2018b). Long-term adverse impacts to these bat species are not expected because of the extensive suitable habitats adjacent to and surrounding the project area. These habitats provide water and alternative locations for suitable roosting substrates (e.g., caves, buildings, rock crevices, trees) that would not be affected by project construction. In addition, as a mitigation measure, tree clearing would be restricted during breeding season for bats, which coincides with the nesting season for migratory birds. Because no Project activities would occur in or near the suitable habitats, no bats would be affected.</p>

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Resource	Determination/ Potential for Impact	Rationale for Determination/Potential Issues and Impacts
Migratory Bird Treaty Act (MBTA), Bald and Golden Eagle Protection Act	Dismiss with mitigation	<p>Suitable habitat for migratory birds was identified throughout the project area (Transcon 2018b). Three MBTA-protected species have the potential to occur in the project area: ferruginous hawk (<i>Buteo regalis</i>), northern goshawk (<i>Accipiter gentilis</i>), and burrowing owl (<i>Athene cunicularia</i>). No raptor nests were observed within 0.5 mi of the project area (Transcon 2018b). Impacts to migratory birds and their habitat would include increased noise, dust, human activity, and the removal of vegetation and soils that provide nesting or foraging habitat for ferruginous hawk and northern goshawk. The loss of this suitable habitat by project construction would be inconsequential because there is extensive suitable habitat for both the ferruginous hawk and northern goshawk outside of the project area.</p> <p>Burrowing owls use active or historic prairie dog colonies. Because no colonies are in the project area, there is no suitable nesting and foraging habitat for burrowing owls. In addition, no project activities would occur in or near suitable habitat for burrowing owls, and no burrowing owls were observed during field visits. For these reasons, there would be no impacts on burrowing owl.</p> <p>If raptor nests are identified within the project area, the contractor will coordinate with NPS and UDOT biologists to avoid take of MBTA-protected species. See Appendix A for further mitigation measures.</p> <p>Lands surrounding the project area may serve as suitable foraging habitat for golden eagles (<i>Aquila chrysaetos</i>) and migrating and wintering habitat for bald eagles (<i>Haliaeetus leucocephalus</i>). Suitable foraging habitat for golden eagles and golden eagle nests could occur within 0.5 mi of the project area. However, no bald eagles, golden eagles, or potential eagle nests were observed during field surveys, and UNHP does not have records of occurrence for bald or golden eagles within 2 miles of the project area (Transcon 2018b). Based on the abundance of habitat in the ecosystem and implementation of mitigation measures, golden eagles and bald eagles would not be adversely affected.</p>

CHAPTER 2. ALTERNATIVES

This chapter describes two Proposed Action build alternatives that were developed and evaluated for the SR-12 Road Stabilization and Improvements, Phase II and III, as well as the No Action alternative.

2.1 Range of Alternatives

Two build alternatives considered in this EA meet the project purpose and need. The No Action alternative is also considered and analyzed to provide a baseline against which to compare the impacts of the build alternatives. No other alternatives were identified that meet the project purpose and need.

2.1.1 No Action Alternative

The No Action alternative would maintain the current road configuration of SR-12 between MPs 14.6 and 15.8 in Garfield County, Utah. The existing facility is a two-lane, undivided highway, with 12-ft-wide travel lanes and varying paved shoulders. The existing total occupied roadway footprint width for SR-12 is approximately 48 ft as currently constructed (i.e., the roadway footprint). There would be no change to the existing ROW under the No Action alternative (see Appendix B).

2.1.2 Build Alternatives

UDOT is proposing SR-12 highway improvements that would provide a long-term solution to recurring road instability and associated human safety concerns as well as infrastructure and environmental resources protection. The two build alternatives described below would be phased (Phase II and Phase III) as funding becomes available and based on priorities (see Appendix B and Figure 2-1).

1 Both build alternatives being considered meet the project’s purpose and need to preserve infrastructure
2 and to improve traffic mobility and safety along the existing SR-12 by providing a transportation corridor
3 that improves access for vehicles, bicyclists, and pedestrians. Phase II build alternatives are proposed
4 between MPs 14.6 and 15.8 in order to implement a long-term slope stabilization method for the landslide
5 area near MP 14.8. Phase III of the proposed project improvements would include additional safety
6 improvements from MP 15.8 to MP 17.5.

7 Both build alternatives would involve establishing a new ROW through the Title 23 easement and HED
8 process. This would be conducted on the entire length of SR-12 through BRCA, and would include
9 providing an updated legal description and map of the existing highway alignment and the proposed
10 highway expansion.

11 Preliminary estimates suggest a 3-month design schedule and an approximately 6-month construction
12 schedule. The overall construction schedule is estimated to begin in late fall/early winter 2019, with
13 completion by summer 2020. Construction and earth-moving equipment would include excavators,
14 scrapers, dump trucks, side dumps, road graders, and dozers for both build alternatives. In addition,
15 drainage features for both build alternatives would be the same and involve maintaining the existing
16 hydraulic cross conveyance of water by replacing and/or extending the existing cross culverts, inlets, and
17 drainage structures. The project would improve the existing soil nail wall by providing a soil buttress with
18 supplemental soil nails and provide new French drains at the top and toe of the existing soil nail wall. The
19 new drainage system is proposed to be constructed along the entire length of the existing wall.

20 **2.1.2.1 ALTERNATIVE 1: FULL RECONSTRUCTION WITH ROADWAY WIDENING WESTBOUND**
21 **(NORTH)**

22 Alternative 1 would widen to the north, which would require cut slopes. This alternative would consist of
23 three 12-ft-wide travel lanes and a 5-ft-wide bicycle lane on either side of the travel lanes with 1-ft-wide
24 shoulders. The typical roadway width would be 48 ft. Near MP 14.8, there would be a modification in
25 design, which would include shoulders varying from 1 to 3 ft wide, with a jersey barrier located on the
26 westbound travel lane, resulting in a 54-ft-wide roadway footprint (see Appendix B).

27 Alternative 1 includes the following elements:

- 28 • Provide a long-term geotechnical and/or structural improvement solution that ensures the slope’s
29 stability within the landslide area (Phase II). A stability berm concept is under design but is
30 anticipated to include a soil nail wall with a 2:1 slope ratio. Proposed cut slopes (see Table 2-1) would
31 occur between MP 14.6 and MP 15.7.
- 32 • Provide drainage solutions that reroute both surface and subsurface drainage away from the
33 landslide area (Phase II). These include a French drain and drainage system with collection pipes to
34 capture water migrating through the slope. Culvert extensions are estimated to be between 20 ft to
35 40 ft. Outlets of these extended culverts would include energy dissipation measures, including
36 riprap, inlets, and drainage structures. The existing outfall from the soil nail wall exits into a boulder
37 field southeast beyond the extent of the wall. The aforementioned soil nail wall includes internal
38 drains with connection pipes. This wall would include internal drains with collection pipes to capture
39 water migrating through the slope. These drains would most likely use the same drainage as the
40 existing wall (new French drains at the top and toe of the proposed soil nail wall improvements). A
41 French drain is a trench filled with gravel or rock or containing a perforated pipe that redirects
42 surface water and groundwater away from an area.
- 43 • Perform full depth pavement reconstruction through the landslide area from approximately MP 14.6
44 to MP 14.9 to address the pavement damaged during the 2017 landslide (Phase II).
- 45 • Widen the highway to include three 12-ft-wide travel lanes along SR-12 between MPs 14.6 and 15.8
46 to accommodate a westbound passing lane extension to meet current travel demand (Phase II).

- 1 • Relocate, within the roadway footprint, the fiber-optic line owned by South Central Utah Telephone
2 Association at various locations between MPs 14.6 and 15.8 (Phase II).
- 3 • Widen the highway to accommodate the addition of 5-ft-wide bicycle lanes in the eastbound and
4 westbound directions to facilitate bicycle traffic (Phases II and III). These bike lanes would be
5 provided on both sides of the roadway from MP 14.65 to MP 15.7. The eastbound bike lane would
6 continue from MP 15.8 to MP 17.4. The bike lane westbound would be provided from MP 16.05 to
7 MP 17.4.
- 8 • Improve safety (reduce congestion and improve mobility for vehicles, bicyclists, and pedestrians)
9 throughout the project corridor by providing signing, striping, and other roadside safety
10 improvements such as concrete barriers and guardrails that accompany the previously mentioned
11 improvements (Phases II and III).
- 12 • Formally define the ROW of SR-12 through BRCA (Phase II).
- 13 • Mossy Cave Bridge may need to be widened during Phase III; however, no final determination has
14 been made, and future planning and compliance would be completed as necessary through a
15 separate process.
- 16 • Provide a 12-ft-wide westbound turn lane and an additional eastbound merge lane at the Mossy
17 Cave trailhead (MP 17.2) to increase visitor safety and mobility (Phase III).

18 **2.1.2.2 ALTERNATIVE 2 (PROPOSED ACTION AND PREFERRED): FULL RECONSTRUCTION WITH**
19 **ROADWAY WIDENING EASTBOUND (SOUTH)**

20 Alternative 2 would be the same as Alternative 1 but would primarily widen to the south, which would
21 require fill slopes (see Appendix B). Modifications in design as a result of the proposed fill slope are as
22 follows:

- 23 • Near MP 14.8 would include a guard rail on the westbound travel lane
- 24 • Installation of a concrete barrier at MP 14.75
- 25 • Guardrail between MPs 14.6 and 14.75
- 26 • Guardrail between MP 14.85 and MP 15.4

27 This alternative would result in a 51-ft-wide roadway footprint. Additional differences between
28 Alternatives 1 and 2 are listed in Table 2-1.

29 **2.1.2.3 CONSTRUCTION REQUIREMENTS FOR BUILD ALTERNATIVES**

30 Construction requirements for the build alternatives are provided in Table 2-1, and the proposed footprint
31 of disturbance for both build alternatives is provided in Figure 2-1.

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1 **Table 2-1. Cut and Fill Associated with the Build Alternatives**

Description Footprint	Alternative 1 Acres	Alternative 2 Acres	Description
Area disturbed	13.4	14.8	Existing edge of pavement to fill and cut lines
Excavation	Cubic Yard	Cubic Yard	
Cut volume	253,000	117,000	<p><u>Alternative 1</u> - 50% of cut volume is rock excavation; length of cut: 6,560 ft Cut depth: 0 to 175 ft Cut width: 0 to 240 ft</p> <p><u>Alternative 2</u> - 20% of cut volume is rock excavation; length of cut: 4,250 ft Cut depth: 0 to 100 ft Cut width: 0 to 160 ft</p> <p>Note: Cut means on-site material excavated during construction of roadway.</p>
Fill volume	16,100	93,000	<p><u>Alternative 1</u> - Length of fill: 780 ft Fill Depth: 0 to 60 ft Fill Width: 0 to 125 ft</p> <p><u>Alternative 2</u> - Length of fill: 3,200 ft Fill depth: 0 to 100 ft Fill width: 0 to 200 ft</p> <p>Note: Fill means on-site or borrow material placed during construction of the roadway.</p>
Embankment/ Borrow	Source	Source	
Embankment / borrow			<p><u>Alternative 1</u> - 16,100 cy of embankment from on-site source and/or commercial borrow source.</p> <p><u>Alternative 2</u> - 93,000 cy of embankment from on-site source and/or commercial borrow source.</p>
Right-of-Way	Square Foot	Square Foot	
ROW	3,810,000	3,860,000	<p><u>Alternative 1</u> - Proposed ROW width varies from 150 to 300 ft.</p> <p><u>Alternative 2</u> - Proposed ROW width varies from 150 to 200 ft.</p>
Drainage Features			
Drainage features			<p><u>Alternative 1</u> - The project would maintain the existing hydraulic cross conveyance of water by replacing and/or extending the existing cross culverts, inlets, and drainage structures. The project would improve the existing drainage and provide new French drains at the top and toe of the proposed soil nail wall improvements.</p> <p><u>Alternative 2</u> - Same as Alternative 1.</p>
Equipment			
Equipment			<p><u>Alternative 1</u> - Construction and earth-moving equipment would include excavators, scrapers, dump trucks/side dumps, road graders, dozers, etc.</p> <p><u>Alternative 2</u> - Same as Alternative 1.</p>

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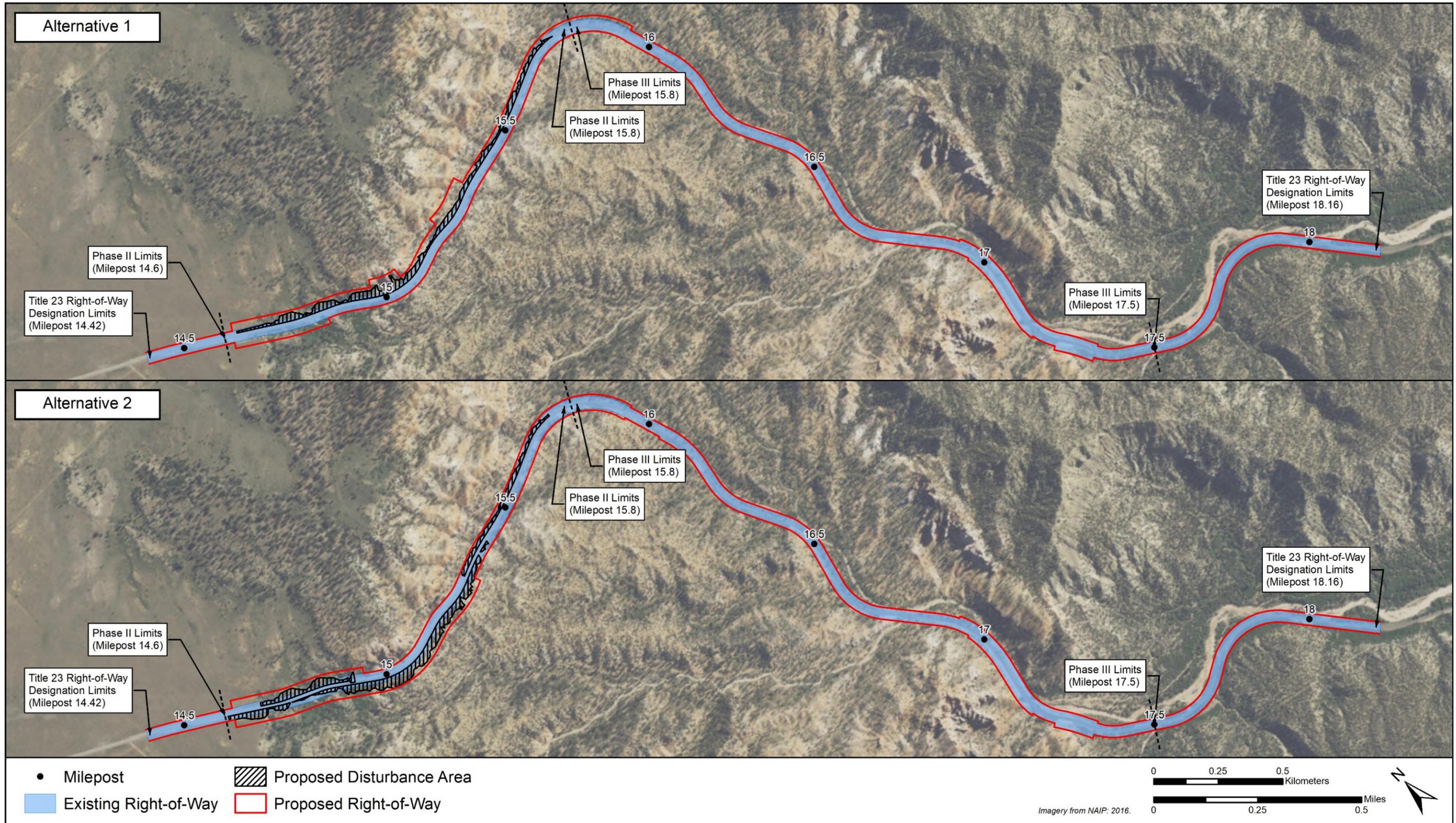


Figure 2-1. Alternatives.

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CHAPTER 3. AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

This chapter analyzes the potential environmental consequences, or impacts, that would occur as a result of implementing the proposed project. Resources analyzed in this chapter include human health and safety, common vegetation, aquatic resources, and visual resources. Effects can be classified as follows:

- Direct: An effect that is caused by an action and occurs in the same time and place.
- Indirect: An effect that is caused by an action but is later in time or farther removed in distance but is still reasonably foreseeable.
- Cumulative: An impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions.

Direct, indirect, and cumulative effects are analyzed for each resource topic carried forward. Cumulative impacts are considered for both the No Action alternative and action alternatives.

Cumulative impacts were determined by combining the impacts of each alternative with other past, present, and reasonably foreseeable future actions; therefore, it is necessary to identify other ongoing or reasonably foreseeable future projects at BRCA and, if applicable, the surrounding region. The following reasonably foreseeable future projects were identified for the purpose of conducting the cumulative effects analysis:

- SR-12 Mossy Cave trailhead striping and sign changes from MP 16.7 to MP 17.9 to improve pedestrian safety and control speeds: This would include signage for the trailhead parking area (four signs), signage for pedestrians (two signs along the eastbound lane only), signage for speed reduction (40 mph) and speed limits (six signs), two speed radar signs, three no parking signs, and striping modifications in the parking area. Speeds would be reduced to 40 mph in both directions. In addition, a 1/4-mile overlay of pavement would be added between MP 17.06 and MP 17.16.
- Expand the existing Mossy Cave trailhead parking area by approximately 20%: Expansion would be to the south and would provide additional parking spaces away from SR-12 traffic, reducing the likelihood of visitors parking along the roadway and crossing the roadway to access the trailhead.

Past and present actions that may have impacted the resources discussed in this section include the initial SR-12 road construction (1960) and any maintenance or reconstruction activities conducted on SR-12, including recreational development at the Mossy Cave trailhead and the implementation of Phase I of the emergency stabilization project. No other reasonably foreseeable future actions have been identified. None of the reasonably foreseeable future projects would result in any additional ROWs or result in impacts outside of the Phase II and Phase III disturbance footprint.

The geographic extent of cumulative impacts may vary by the type of resource and resource issues and by the type of potential impact (Figure 3-1 and Figure 3-2). The time frames, or temporal boundaries, for those impacts may also vary by resource and resource issue. Spatial and temporal cumulative impact analysis areas (CIAAs) have been developed for each resource and are listed in Table 3-1. A temporal boundary was chosen because it represents a reasonable time frame within which to predict reasonably foreseeable future actions.

3.1 Human Health and Safety

3.1.1 Affected Environment

The analysis area for impacts to human health and safety consists of the project area (all areas of long-term, short-term, and temporary surface disturbance) because 1) it is the area where there are existing safety issues, and 2) it is the area where construction activities would occur in the midst of vehicle, bicycle, and pedestrian traffic (Table 3-2).

State Route 12 Road Stabilization and Improvements

1 **Table 3-1. Cumulative Impact Analysis Areas by Resource**

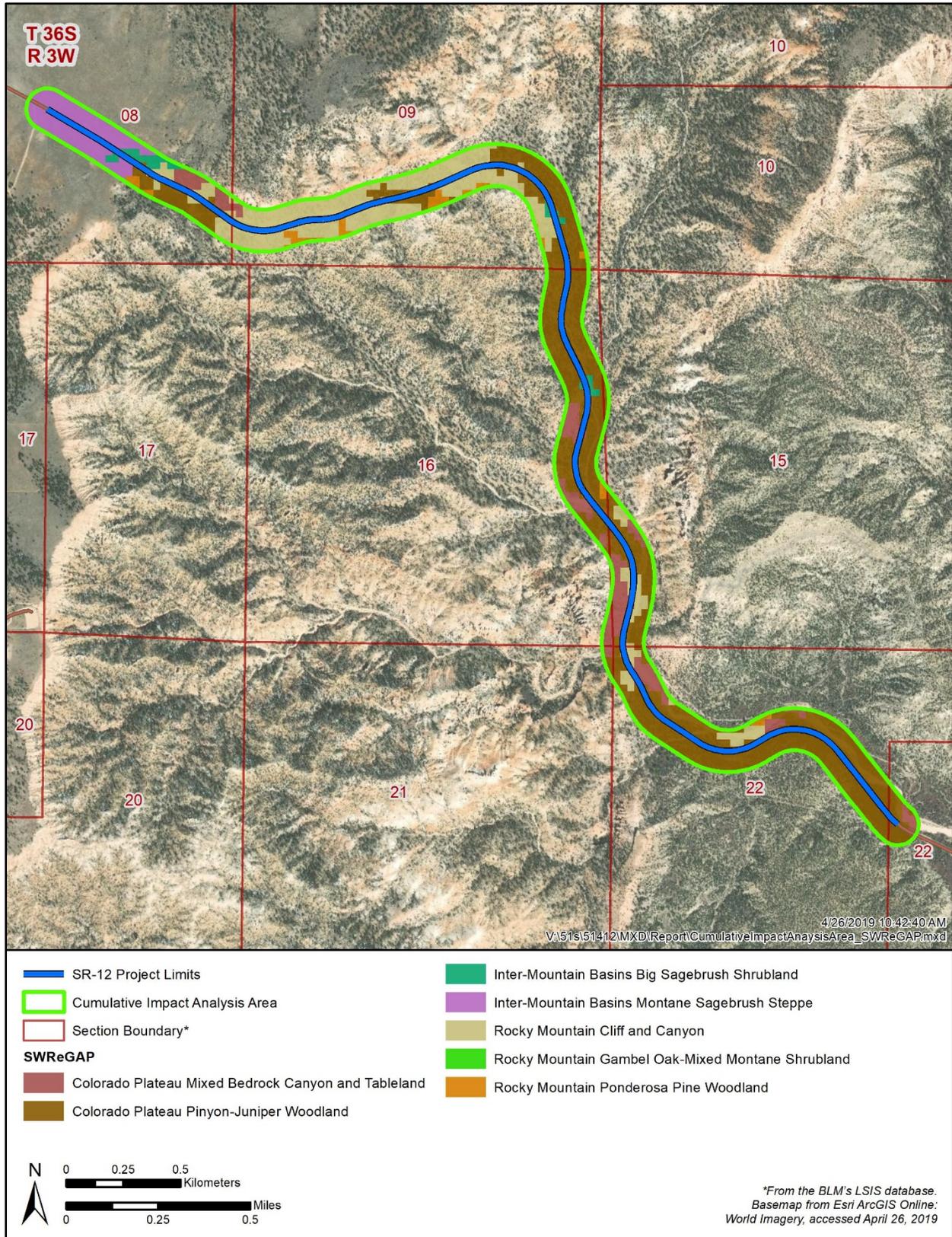
Resource	CIAA	Rationale	Total CIAA Acreage	Temporal Boundary
Human Health and Safety	SR-12 corridor	This area was chosen because human health and safety has the most potential to be impacted along the highway corridor from past, present, and reasonably foreseeable actions.	172	20–30 years
Vegetation	SR-12 corridor plus 300-ft buffer	This area was chosen because it includes a buffer determined through coordination with BRCA, NPS, and UDOT based on anticipated levels of construction-related disturbance, including ground vibrations produced by vehicles and heavy equipment, as well as noise and dust. Construction-related impacts are not expected to extend beyond this buffer, considering that habitats within or adjacent to the project area are subjected to existing levels of anthropogenic disturbance. This area would have the most potential to be impacted by past, present, and reasonably foreseeable actions (Figure 3-1).	284	10–20 years
Aquatic resources (National Hydrography Dataset [NWD] and National Wetlands Inventory [NWI] data)	Bryce Creek Hydrologic Unit Code (HUC)	This area was chosen because it provides a distinct watershed boundary in which to analyze potential impacts to aquatic resources. Aquatic resources surveys have not been conducted for the entire CIAA; therefore, NHD and NWI data are the best available data to determine potential WOUS in the CIAA (Figure 3-2).	336	20–30 years
Visual resources	SR-12 corridor	This area was chosen because it is a defined natural area managed to protect panoramic vistas from past, present, and reasonably foreseeable actions.	172	20–30 years

2 SR-12 is a two-lane National Scenic Byway traveled by tourists, semi-trucks, and local residents. It is also
 3 a critical emergency access and popular route for tourists visiting BRCA and other nearby recreation areas.
 4 There has been a 21.4% increase in traffic between MPs 14.3 and 18.4 on SR-12 from 2016 to 2017. The
 5 data indicate higher levels of traffic traveling in the eastbound direction than in the westbound direction
 6 (UDOT 2017b).

7 In addition to the increased traffic, this section of SR-12 has a steep 8% grade that causes speed
 8 differentials between semi-trucks and other vehicles climbing the grade, reducing vehicle mobility, and
 9 increasing congestion. Steep cut slopes limit traveler visibility along the roadway, which hinders safe
 10 passing and results in a potential safety hazard to vehicles, bicyclists, and pedestrians.

11 As discussed in Section 1.2.2, this section of SR-12 has substandard shoulders and limited site distance
 12 because of the surrounding terrain. In addition, the parking area for the Mossy Cave trailhead is located
 13 at the bottom of a steep grade and requires vehicles entering the parking area to reduce speed inside
 14 travel lanes. Vehicles exiting the parking area must merge into traffic traveling at the posted highway
 15 speed limit of 50 mph. Both conditions result in traffic congestion and unsafe traffic movements near the
 16 Mossy Cave trailhead.

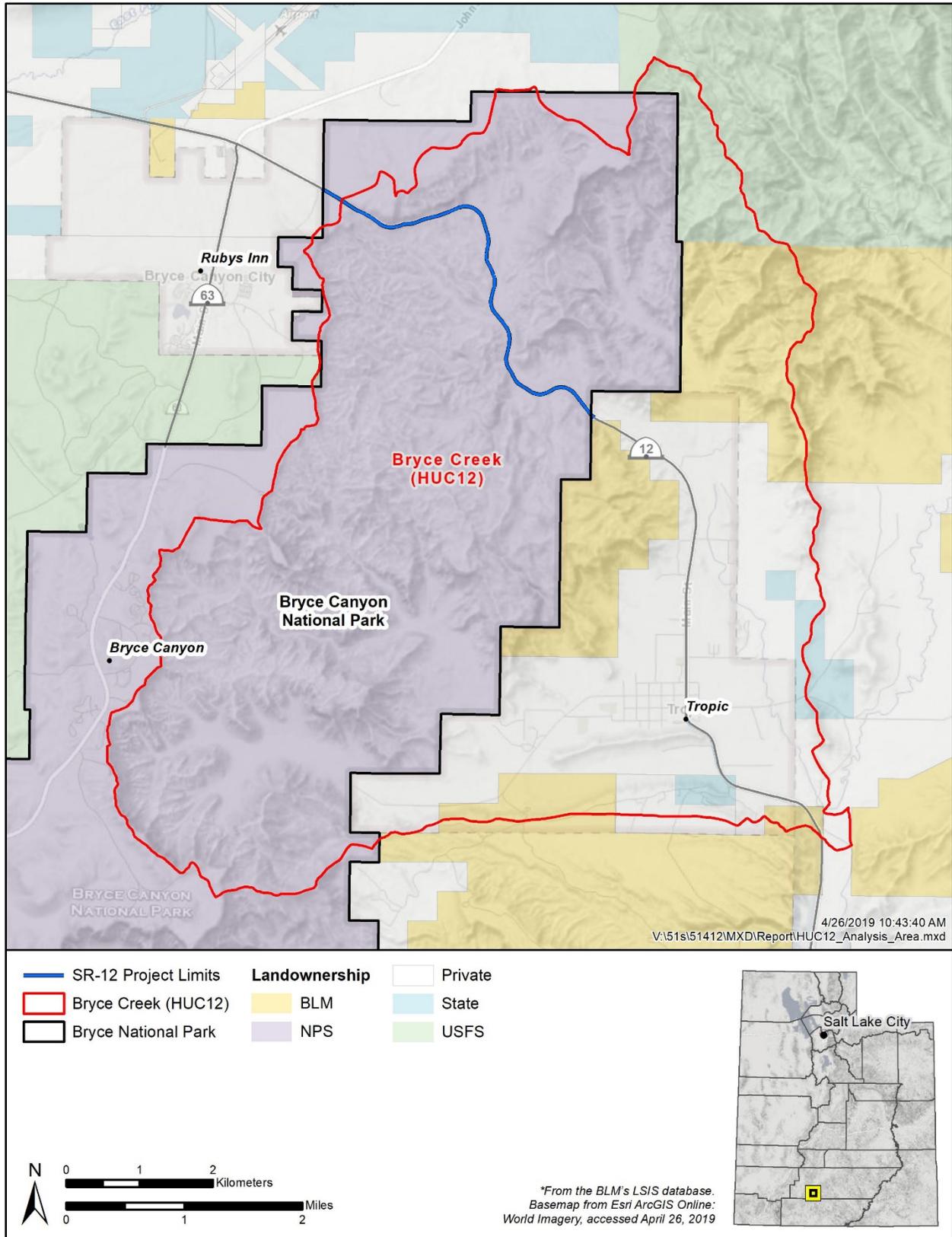
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Figure 3-1. Vegetation Cumulative Impact Analysis Area.

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Figure 3-2. Aquatic Resources Cumulative Impact Analysis Area.

1 **3.1.2 Environmental Consequences**

2 **Table 3-2. Impacts of the Alternatives on Human Health and Safety**

Alternative Option	Direct Impacts	Indirect Impacts	Cumulative Impacts
No Action alternative	Traffic conditions in the project area would remain unchanged, leaving the health and safety of visitors traveling SR-12 at a greater risk from current problems such as landslide susceptibility, speed differentials, congestion, and reduced mobility. There would be no construction safety issues under the No Action alternative.	If traffic on SR-12 increases, as indicated by AADT projections, traffic conditions and accidents could worsen under the No Action alternative, resulting in long-term risks to human health and safety.	<p>Past actions include Phase I repairs. These would provide short-term, beneficial impacts to health and human safety.</p> <p>There are no known current actions. Future actions would provide some benefits to health and human safety via the improvements around the Mossy Cave parking area. The expanded parking area would improve visitor health and safety by providing additional parking spaces away from the roadway, reducing the likelihood of visitors parking along SR-12 and crossing the roadway to access the trailhead.</p> <p>Past and reasonably foreseeable future actions would collectively have a beneficial effect on human health and safety.</p> <p>Under the No Action alternative, the proposed Phase II and Phase III improvements would not be implemented. The current trends for human health and safety risks would continue and likely increase in the future as conditions on the road deteriorate. When the effects of the No Action alternative are added to the impacts of the reasonably foreseeable future actions, the total cumulative impact on human health and safety would be beneficial; however, long-term risks to human health and safety would still be anticipated from the No Action alternative.</p>

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Alternative Option	Direct Impacts	Indirect Impacts	Cumulative Impacts
Alternative 1	<p>Alternative 1 would provide long-term stabilization and widening to this section of highway, which would benefit visitors, employees, and commuters by improving safety. Current pavement conditions in the landslide area would also be improved. Human health and safety would benefit from this alternative because it would improve vehicle mobility by reducing congestion. It would also provide additional shoulder room (1 ft on each side of the roadway) for collision avoidance and mechanical breakdowns and create delineated space for bicyclists and pedestrians, which would reduce the potential for collisions with vehicles. The lane improvements at the Mossy Cave trailhead would improve human health and safety by reducing conflicts between through traffic and vehicles turning and merging in and out of the trailhead parking area.</p> <p>During construction activities, safety may be an issue for vehicles, bicyclists, and pedestrians in the project area because of the presence of construction vehicles and equipment, dust, and human activity; however, the safety risk would be low due to implementation of project mitigation measures. Project mitigation measures would include appropriate traffic safety measures such as proper signing and traffic direction. A thorough public information program would be implemented to inform the public about construction activities and to reduce impacts. Information would include work hours and alternate routes. Construction signs would be used to notify drivers about work activities and changes in traffic patterns. All lights would be shielded and would be pointed downward (directional) toward the ground during nighttime construction. The additional light would be confined to the construction zone and would last up to 6 months.</p>	<p>A projected increase in AADT indicate that traffic will increase on SR-12 in BRCA. Alternative 1 would better accommodate such increases and lower human health risks by improving safety and mobility along the highway. This beneficial impact would be long term.</p>	<p>Impacts of past, present, and future actions would be the same as described under the No Action alternative. Although there would be some temporary adverse effects from Alternative 1, the long-term impacts would be beneficial. When the effects of Alternative 1 are combined with the impacts of past, present, and future actions, the total cumulative impact on human health and safety would be beneficial, with a substantial contribution from Alternative 1.</p>
Alternative 2	<p>Direct impacts to human health and safety would be the same as those described for Alternative 1.</p>	<p>Indirect impacts to human health and safety would be the same as those described for Alternative 1.</p>	<p>Cumulative impacts to human health and safety would be the same as those described for Alternative 1.</p>

1 **3.2 Common Vegetation**

- 2 A 2017 and 2018 natural resources assessment was completed to assess the project area for potential
- 3 impacts to natural resources, including vegetation (Transcon 2018b). The assessment included field
- 4 surveys of all areas of long-term and temporary surface disturbance and adjacent areas determined by

1 species-specific buffers extending beyond the project area. The area assessed for natural resources,
2 including vegetation, is referred to as the *survey area* (project area plus the buffered areas) in the
3 vegetation section (Transcon 2018b).

4 **3.2.1 Affected Environment**

5 The analysis area for impacts to vegetation resources is the project area because this is where all project
6 surface disturbance would occur. Plant species observed in or adjacent to the project area during the 2017
7 and 2018 field surveys are described in the Biological Summary Report (Transcon 2018b) and include the
8 following common plant species:

- 9 • Black sagebrush (*Artemisia nova*)
- 10 • Big sagebrush (*Artemisia tridentata*)
- 11 • Mountain mahogany (*Cercocarpus montanus*)
- 12 • Antelope bitterbrush (*Purshia tridentata*)
- 13 • Utah serviceberry (*Amelanchier utahensis*)
- 14 • Rabbitbrush (*Chrysothamnus* spp. and *Ericameria nauseosa*)
- 15 • Spineless horsebrush (*Tetradymia canescens*)
- 16 • Greenleaf manzanita (*Arctostaphylos patula*)
- 17 • Ponderosa pine (*Pinus ponderosa*)
- 18 • Limber pine (*Pinus flexilis*)
- 19 • Two-needle pinyon pine (*Pinus edulis*)
- 20 • Utah juniper (*Juniperus osteosperma*)
- 21 • Gambel oak (*Quercus gambelii*)

22 Nonnative vegetation was also observed, particularly within drainages and roadside shoulders, including
23 cheatgrass (*Bromus tectorum*), smooth brome (*Bromus inermis*), yellow sweet clover (*Melilotus*
24 *officinalis*), and Russian thistle (*Salsola* spp.).

25 **3.2.2 Environmental Consequences**

26 To assess impacts to vegetation, vegetation communities in the project area were identified and described
27 using data from the Southwest Regional Gap Analysis Project (SWReGAP). The basic SWReGAP thematic
28 mapping unit is the ecological system or land cover type, which represents recurring groups of biological
29 communities found in similar physical environments and influenced by similar ecological processes, such
30 as fire or flooding (Prior-Magee et al. 2007). Table 3-3 describes the acreage of individual land cover types
31 in BRCA and in the areas that would be within the proposed ROW under Alternatives 1 and 2. It also
32 provides the percentage of total land cover types in BRCA that would be within the proposed ROW under
33 Alternatives 1 and 2. The distribution of land cover types in the project area is shown on Figure 3-3.

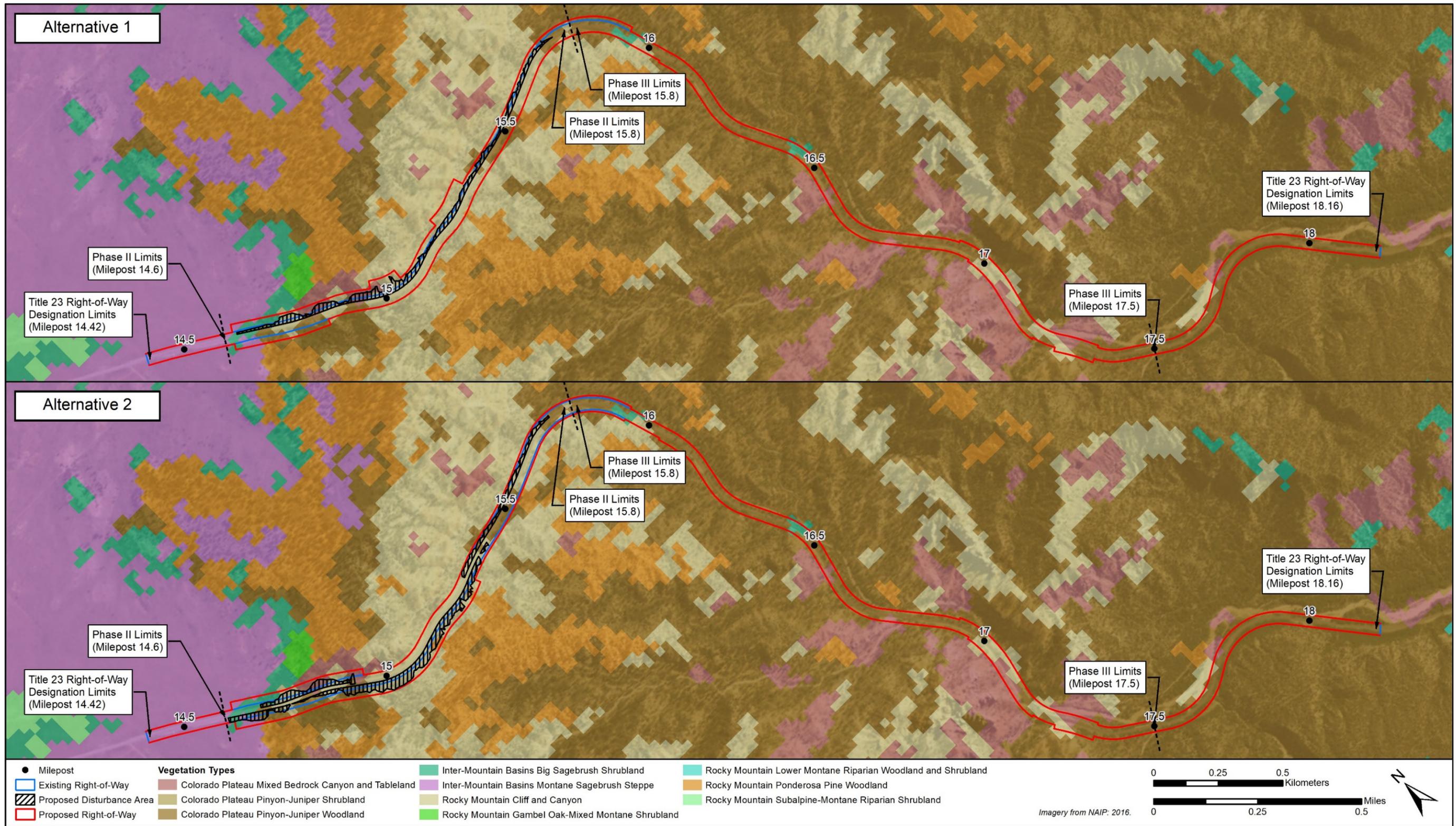
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1 **Table 3-3. Vegetation Communities in CIAA and the Proposed ROW**

Land Cover Type	Acres in CIAA	Acres within Proposed ROW		% of Land Cover Type Impacted in CIAA	
		Alternative 1	Alternative 2	Alternative 1	Alternative 2
Colorado Plateau Mixed Bedrock Canyon and Tableland	26.91	2.03	1.42	7.54%	5.28%
Colorado Plateau Pinyon-Juniper Woodland	154.66	3.27	4.23	2.11%	2.73%
Inter-Mountain Basins Big Sagebrush Shrubland	5.77	1.16	1.25	20.10%	21.66%
Inter-Mountain Basins Montane Sagebrush Steppe	22.52	0.81	1.00	3.60%	4.44%
Rocky Mountain Cliff and Canyon	67.77	7.86	8.20	11.59%	12.09%
Rocky Mountain Ponderosa Pine Woodland	6.73	0.02	0.79	0.29%	11.73%
TOTAL	284	15.14	16.90	5.33%	5.95%

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2 **Figure 3-3. Vegetation Land Cover Types.**

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State Route 12 Road Stabilization and Improvements

1 Table 3-4 summarizes the direct, indirect, and cumulative impacts of the alternatives on vegetation.

2 **Table 3-4. Impacts of the Alternatives on Vegetation**

Alternative Option	Direct Impacts	Indirect Impacts	Cumulative Impacts
No Action alternative	Under the No Action alternative, SR-12 would not result in direct impacts to vegetation. The lack of permanent roadway stabilization could result in further degradation of portions of SR-12 (e.g., a landslide). If a landslide occurs at MP 15.2, it would result in a loss of vegetation within proximity of the previous landslide, resulting in a short-term impact until re-establishment of vegetation.	Under the No Action alternative, no indirect impacts to vegetation resources are anticipated.	Past actions include: initial road construction, the landslide, Phase I emergency stabilization efforts, shoulder maintenance, and recreational development at the Mossy Cave trailhead. These have resulted in the removal of approximately 41.43 acres of vegetation in the project area. There are no known current actions. Reasonably foreseeable future actions at the Mossy Cave parking area would consist of striping and sign changes as well as the expansion of the existing Mossy Cave trailhead parking area by approximately 20%. The expansion would be to the south and would result in removal of vegetation. Past and reasonably foreseeable future actions would collectively have a small adverse impact on vegetation. When the effects of the No Action alternative are added to the impacts of the reasonably foreseeable future actions, the total cumulative impact on vegetation would be adverse, with a small incremental contribution from the No Action alternative.
Alternative 1	Removal of 15.14 acres of vegetation is anticipated (see Table 3-4). This permanent loss of vegetation would be a relatively small area comprising vegetation types that are abundant in the park. This would result in an impact of approximately 5.33% for all six identified vegetation types in the CIAA.	The removal of native vegetation through surface disturbance may indirectly affect vegetation communities over the long term by increasing the potential for the spread and introduction of noxious and invasive weeds. This impact would be minimized by the implementation of mitigation measures to prevent invasive species from spreading during construction, as described in Appendix A, Mitigation Measures; therefore, the risk of invasive species spreading or a change to vegetation communities would be low. UDOT has an ongoing maintenance program to minimize the spread of invasive species after construction.	Impacts of past, present, and future actions would be the same as described under the No Action alternative (41.43 acres of vegetation removed). The removal of vegetation (15.14 acres) from Alternative 1 would result in permanent loss of vegetation; however, would be a relatively small area comprising vegetation types that are abundant in the park. The permanent roadway stabilization would reduce the potential for future landslides resulting in vegetation loss. The permanent loss of vegetation from past actions combined with Alternative 1 (approximately 56.57 acres or 19.91% of the CIAA) would occur to a relatively small area comprising vegetation types that are abundant in the park. When the effects of Alternative 1 are combined with other past, present, and reasonably foreseeable future impacts, the total cumulative impact on vegetation would be adverse, with a small incremental contribution from Alternative 1.

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Alternative Option	Direct Impacts	Indirect Impacts	Cumulative Impacts
Alternative 2	Removal of 16.9 acres of vegetation is anticipated (see Table 3-3). This permanent loss of vegetation would be a relatively small area comprising vegetation types that are abundant in the park. This would result in an impact of approximately 5.95% for the identified six vegetation types in the CIAA.	Indirect impacts to vegetation would be the same as those described for Alternative 1.	Impacts of past, present, and future actions would be the same as described under the No Action alternative (41.43 acres of vegetation removed). The removal of approximately 16.9 acres from Alternative 2 would result in short-term adverse impacts; however, the long-term impacts would be beneficial. The permanent loss of vegetation from past actions combined with Alternative 2 (approximately 58.33 acres or 20.53% of the CIAA) would be considered adverse. However, the impacts would occur to a relatively small area comprising vegetation types that are abundant in the park so would be considered a small impact. When the effects of Alternative 2 are combined with other past, present, and reasonably foreseeable future impacts, the total cumulative impact on vegetation would be adverse, with a small incremental contribution from Alternative 2.

3.3 Aquatic Resources

3.3.1 Affected Environment

For the purposes of analysis, *Waters of the U.S.* (WOUS) are defined as aquatic resources that are under the jurisdiction of the U.S. Army Corps of Engineers. A preliminary aquatic resource delineation (ARD) report was prepared in 2018 by Transcon to assess the project area for potential WOUS (Transcon 2018c) in the study area. The ARD report (Transcon 2018c) uses the term “project area” to refer to where project activities would occur, and “study area” refers to the project area plus all areas and waters that may potentially be directly impacted by construction of the proposed project. The survey area is 183.6 acres and is larger than the project area.

The project area is in the Sevier River Watershed, which drains an expanse of more than 11,200 square mi (Utah Clean Water Partnership [UCWP] 2015). The topography in this watershed ranges in elevation from approximately 4,540 to 12,000 ft above sea level. Precipitation varies from 5 to 8 inches per year in the valleys to 35 to 40 inches per year in the higher elevations (UCWP 2015).

The Paria River is the largest waterbody near the project area; it flows north-south along the east shoulder of SR-12 in the study area. One of the reaches of the Paria River crosses and parallels SR-12.

Using the USFWS’s NWI, eight aquatic features were identified in the ARD survey area as intermittent and/or ephemeral streams and one aquatic feature was identified as a perennial river (the Paria River) (Transcon 2018c). During the ARD field surveys, two of the intermittent streams were determined to be undefined erosional features and the remaining aquatic features were confirmed to be present in the ARD survey area. In addition to the NWI-mapped features, one intermittent stream was recorded during the field review. In all, nine aquatic features were identified as potential jurisdictional WOUS during the desktop review and field surveys, encompassing 6.72 acres in the ARD survey area (Transcon 2018c). All identified aquatic features generally run south, draining small watersheds consisting of uplands and steeply sloped terrain adjacent to the project area. These potentially jurisdictional WOUS are labeled as features 1a – 9 on Figure 3-4.

1 Several other erosional features such as swales, roadside ditches, and gullies were noted in the ARD survey
 2 area during field surveys. These features lacked well-defined ordinary high-water marks and other
 3 characteristics of perennial, intermittent, or ephemeral streams. They are not considered potentially
 4 jurisdictional aquatic features (Transcon 2018c).

5 Topography in the ARD survey area is variable. SR-12 follows the existing topography and has a slight
 6 downward slope from west to east and north to south. Along the edges of the ARD survey area,
 7 topography consists of moderate to steep rocky slopes with numerous draws and washes (Transcon
 8 2018c). All of the draws and washes in the ARD survey area drain into the Paria River, which flows from
 9 north to south along the east shoulder of SR-12. The potential jurisdictional waters identified in the project
 10 area by the ARD have been identified by NPS staff as dry washes that do not flow or are not saturated to
 11 the surface in the growing season of every year. Such washes are not considered wetlands by the NPS,
 12 therefore they are not subject to the NPS wetland protection procedures

13 **3.3.2 Environmental Consequences**

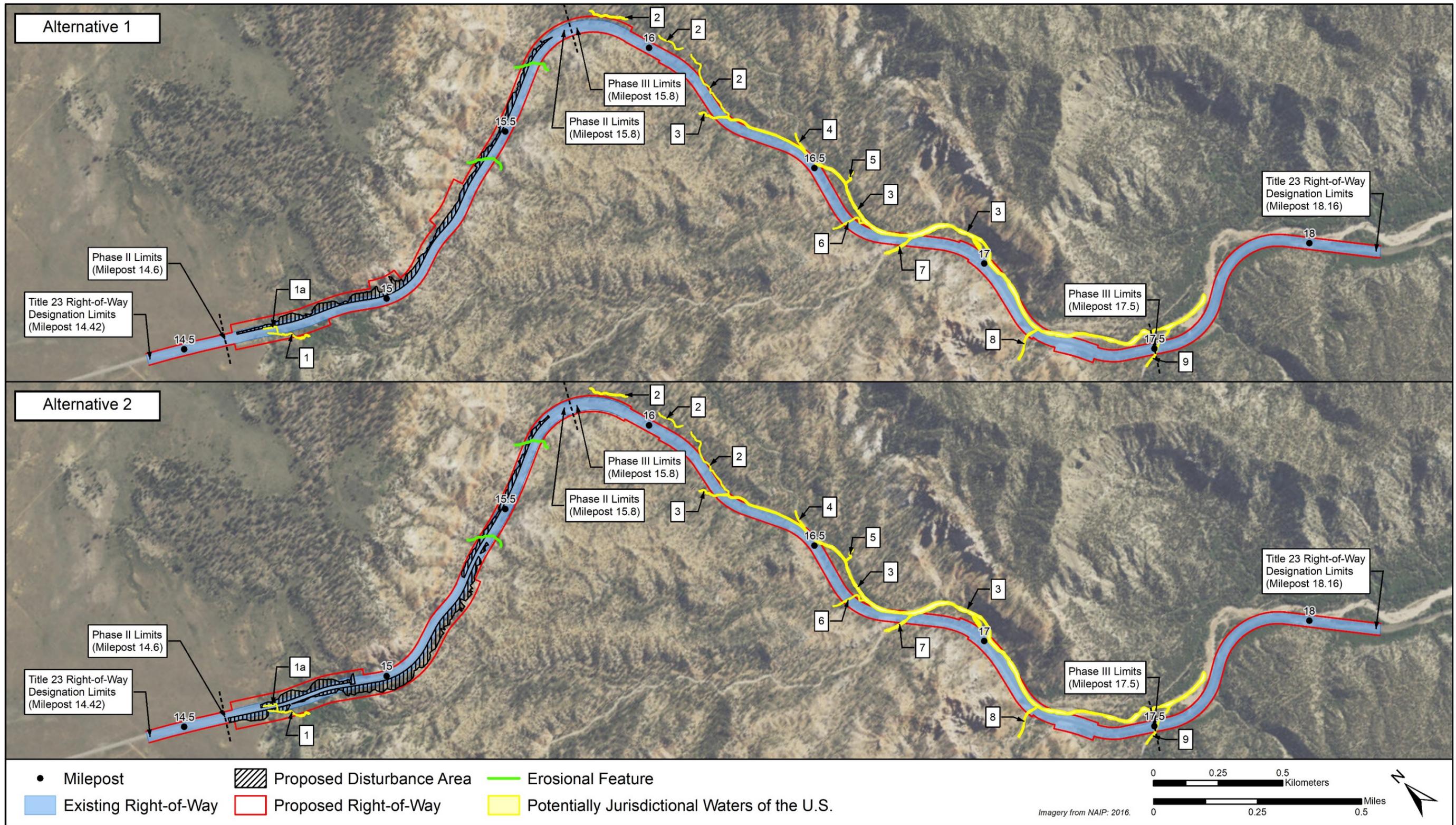
14 The 6.72 acres (11,429 ft) of potentially jurisdictional WOUS are located within the study area and
 15 comprises eight intermittent and one perennial stream. The impacts to potentially jurisdictional WOUS
 16 from the alternatives are shown on Figure 3-4, and a summary of impacts is provided in Table 3-5.

17 **Table 3-5. Impacts of the Alternatives on Aquatic Resources**

Alternative Option	Direct Impacts	Indirect Impacts	Cumulative Impacts
No Action alternative	Under the No Action alternative, SR-12 would not be improved and no new highway infrastructure would be added. Although poor stormwater drainage conditions would continue in the area of the landslide, there would be no impacts to potentially jurisdictional WOUS because of existing Phase I design features.	Under the No Action alternative, no indirect impacts to potentially jurisdictional WOUS are anticipated.	Past actions include: initial road construction, the landslide, Phase I emergency stabilization efforts, shoulder maintenance, and recreational development at the Mossy Cave trailhead. These have resulted in the removal of approximately 4.60 acres (10,787 ft) of potentially jurisdictional WOUS which would have a small adverse impact on aquatic resources. There are no known current actions. Reasonably foreseeable future actions at the Mossy Cave parking area would consist of striping and sign changes as well as the expansion of the existing Mossy Cave trailhead parking area by approximately 20%; however, no additional impacts to aquatic resources would occur. Because there are no direct/indirect impacts, there are no cumulative impacts from the No Action Alternative.

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Alternative Option	Direct Impacts	Indirect Impacts	Cumulative Impacts
Alternative 1	Based on preliminary design, Alternative 1 would result in a permanent loss of approximately 0.029 acre (236.52 ft) of potentially jurisdictional WOUS. Practical avoidance measures could be implemented to further minimize impacts during final design.	The hydrologic connection between potentially jurisdictional WOUS on either side of the expanded highway would be maintained through culverts (similar to the current conditions); therefore, Alternative 1 would not cause new indirect WOUS impacts by changing the hydrologic connectivity of the broader setting.	Impacts of past actions would be the same as described under the No Action alternative (4.60 acres [10,787 ft] of potentially jurisdictional WOUS removed). The permanent loss of approximately 0.029 acre (236.52 ft) from Alternative 1, would result in an adverse impact. The permanent loss of potentially jurisdictional WOUS from past actions combined with Alternative 1 (approximately 4.63 acres [11,023] or 1.37% of the CIAA) and would be considered adverse. When the effects of Alternative 1 are combined with other past, present, and reasonably foreseeable future impacts, the total cumulative impact on aquatic resources would be adverse, with a small contribution of from Alternative 1.
Alternative 2	Based on preliminary design, Alternative 2 would result in a permanent loss of approximately 0.031 acre (259.11 ft) of potentially jurisdictional WOUS. Practical avoidance measures could be implemented to further minimize impacts during final design.	Indirect impacts would be the same as Alternative 1.	Impacts of past, present, and future actions would be the same as described under the No Action alternative (4.60 acres [10,787 ft]) of potentially jurisdictional WOUS removed. The permanent loss of approximately 0.031 acre (259.11 ft) from Alternative 2 would result in adverse impacts. The permanent loss of potentially jurisdictional WOUS from past actions combined with Alternative 2 (approximately 4.63 acres [11,046 ft] or 1.37% of the CIAA) would be considered adverse. When the effects of Alternative 2 are combined with other past, present, and reasonably foreseeable future impacts, the total cumulative impact on aquatic resources would be adverse, with a small incremental contribution from Alternative 2.



1
2 **Figure 3-4. Potential Jurisdictional Waters of the United States in the Project Area.**

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2

3.4 Visual Resources

The park’s purpose statement captures the importance of scenic resources:

Bryce Canyon National Park protects and conserves resources integral to a landscape of unusual scenic beauty exemplified by highly colored and fantastically eroded geological features, including rock fins and spires, for the benefit and enjoyment of the people. (NPS 2014)

3.4.1 Affected Environment

Representative viewpoints for analyzing impacts to scenic quality within the project area were selected through consultation with NPS resource specialists. Each viewpoint was visited to photo-document surrounding scenic character, establish global positioning system locations, and take field notes.

In all, five viewpoints were selected (Table 3-6). Viewpoint locations (key observation points [KOPs]) are shown in Figure 3-5. Brief descriptions and photographs of each viewpoint are provided following Figure 3-5.

Table 3-6. Visual Analysis Viewpoints

Viewpoint Number	Viewpoint Name
1	SR-12 at West Park Boundary (MP14.5)
2	SR-12 at Night Sky Wayside (MP 15.2)
3	SR-12 North of Mossy Cave trailhead (MP 16.7)
4	SR-12 at Mossy Cave parking area
5	Rim Overlook to North and East

3.4.1.1 VIEWPOINT 1: SR-12 AT WEST PARK BOUNDARY

This viewpoint is located along SR-12 near the western park boundary (Figure 3-6). The viewpoint was chosen because it is on the approach from the west and located near the landslide where major reconstruction would be required and provides a contextual view of the surrounding scenic landscape as SR-12 drops into Tropic Canyon.

The foreground east-facing view (toward the project area) is flat to undulating, light green-brown grassland that rises to a long, low ridge in the foreground. To the north, the boundary fence appears more distinct but gradually blends in with the surrounding landscape in the middleground. The west-facing view is also relatively flat and uniformly covered in low green, tan, and brown grasses and shrubs. Road and park signs, highway ROW and park fences, and the gravel pullout are visible. The view to the south is relatively flat, with low brown-gray, fine-textured grasses and shrubs dominating the view until terminating into a line of dark green conifers in the near middleground.

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1
2

Figure 3-5. Visual Analysis Viewpoints (key observation points).



1
Figure 3-6. Viewpoint 1, View Facing East.

4 **3.4.1.2 VIEWPOINT 2: SR-12 AT NIGHT SKY WAYSIDE**

5 Viewpoint 2 is located at a scenic pullout along SR-12 just past MP 15 (Figure 3-7). This viewpoint was
6 selected because it provides unobstructed views within the park from lower Tropic Canyon to the
7 southwest to the rim of the Pink Cliffs that define the edge of the Paunsaugunt Plateau. The highway is
8 set against a cut face on the north and places viewers in a superior position for the panoramic views to
9 the south.



10
Figure 3-7. Viewpoint 2, View Facing East.

Views to the north are completely obscured by the cut face and steep slopes. Foreground and middleground panoramic views to the southeast and spanning to the southwest are of a highly variable landscape and topography that ranges from vertical, rugged cliffs and rock outcrops downcanyon and along the Pink Cliffs escarpments to gently undulating, smooth hills and ridges

23 within the central portion of the canyon. Background views are largely obscured by topography, but where
24 visible, there is an indistinct, receding series of flat to undulating ridgelines. The highway, pullout,
25 guardrails, and signs are all in the near foreground.

26 **3.4.1.3 VIEWPOINT 3: SR-12 NORTH OF MOSSY CAVE TRAILHEAD**

27 This viewpoint is located on SR-12 north of the Mossy Cave parking area just north of MP 17 (Figure 3-8).
28 This viewpoint was selected to represent typical views along the highway in the lower portion of Tropic
29 Canyon.

30 The west side of the highway is characterized by vegetated slopes that show minor to moderate signs of
31 soil erosion. Toward the southwest, the view opens up to include steeper landforms with a soil and rock
32 substrate colored buff, gray, cream, and red and scattered dark green conifers.

33 The line of sight to the north terminates in the middleground with a cluster of green trees and shrubs on
34 a hillside. The landscape to the east of the highway opens up to reveal eroded cliffs and formations just
35 beyond the flatter landscape and trees in the immediate foreground. Southbound views along the
36 highway are similar to the northbound view. Steeper slopes on the west side of the road limit views
37 beyond the foreground and consist of soil and grass-covered slopes with ubiquitous green conifers.



1
Figure 3-8. Viewpoint 3, View Facing South.

3.4.1.4 VIEWPOINT 4: SR-12 AT MOSSY CAVE TRAILHEAD PARKING AREA

Viewpoint 4 is located at the primary parking area for the Mossy Cave trailhead (Figure 3-9). This viewpoint was chosen because it is a popular, highly accessible trail within the park and draws many visitors, making this a sensitive location.



23
Figure 3-9. Viewpoint 4, View facing North.

The Mossy Cave trail is located on the west side of the highway in a narrow, high canyon with spectacular exposed red-, dark brown-, yellow-, and buff-colored cliff faces, rock outcrops, hoodoos, and smooth talus slopes on steeply sloped canyon walls. A restroom structure and signage are located at the trailhead.

24 Vegetation is predominantly composed of tall, dark green conifers and a scattering of light green shrubs
25 clinging to the talus slopes and relatively stable areas around rock outcrops. Northbound views along the
26 highway show the dark, sinuous roadway winding through high, exposed soil and rock slopes to either
27 side. The steep slopes and cliffs to both sides bound the view from the road and direct sightlines along
28 the road. Because of the colorful soils and rocks (buff, cream, gray, light pink, muted rusty reds) and highly
29 contrasting vegetation, this is an area of higher visual interest.

30 The view to the east of the highway from the parking area includes steep, eroded slopes of exposed buff-
31 and light pink-colored soils. The view opens up beyond the drainage and includes relatively dense stands
32 of dark green conifers that cover the rolling landscape as it recedes into the distant middleground.
33 Southbound views along the highway are directed to the east as the west is bounded by steep slopes and
34 cut faces.

35 3.4.1.5 VIEWPOINT 5: RIM OVERLOOK TO NORTH AND EAST

36 This viewpoint is located at the turnaround point used by Ruby's Inn for all-terrain vehicle and horse rides
37 to the canyon's rim and is adjacent to the Tropic Ditch (Figure 3-10). This viewpoint was selected because
38 it is a well-used location and provides distant views of SR-12. The turnaround area itself is an open gravel
39 parking area on the top of the rim. Traveling to the viewpoint transitions viewers from open forest to a
40 magnificent panoramic vista that looks across the park to the north, east, and southeast. The viewpoint is
41 dominated by the scenic panorama.

42 Views to the north include a distant view of the highway, appearing as a subtle linear element that is
43 mostly indiscernible unless traffic is moving along it. Landscape line and texture contrasts are extreme,

1 caused by tall, isolated and clusters of vertical columns; a multitude of short and long horizontal ridgelines;
 2 and bands of horizontal rock strata. The Tropic Ditch is visible as a deeply incised, sinuous canyon
 3 containing dark green foliage that winds its way toward the Mossy Cave trailhead. These features create
 4 an extremely variable and visually complex landscape of high scenic quality.



5
6 **Figure 3-10. Viewpoint 5, View Facing North-Northeast.**

7 **3.4.2 Environmental Consequences**

8 The analysis area for impacts to visual resources consists of lands where potential alteration of the
 9 landscape from the project may be discerned. For this project, the analysis area comprises lands in and
 10 surrounding the project area out to and including the background zone. A summary of impacts is provided
 11 in Table 3-7.

12 **Table 3-7. Impacts of the Alternatives on Visual Resources**

Alternative Option	Direct Impacts	Indirect Impacts	Cumulative Impacts
No Action alternative	The No Action alternative would not result in any direct impacts to visual resources. Under the No Action alternative, the lack of permanent roadway stabilization could result in further degradation of portions of SR-12 (e.g., a landslide). If a landslide occurs at MP 15.2, the features of the roadway could be changed due to loss of vegetation, soils, and slumping of the surface, within proximity of the previous landslide resulting in a short-term impact to scenic views until re-establishment of vegetation and soils.	Under the No Action alternative, no indirect impacts to visual resources are anticipated.	Past actions include the initial construction of SR-12 and Phase I repairs. These would provide long-term, adverse impacts to visual resources; however, because of the lack of information from the initial construction, the extent of impacts is unknown. There are no known current actions. Reasonably foreseeable future actions at the Mossy Cave parking area would consist of striping and sign changes as well as the expansion of the existing Mossy Cave trailhead parking area by approximately 20%. The expansion would be to the south and would result in removal of vegetation. Reasonably foreseeable future actions would have a small adverse impact on vegetation. The removal of vegetation and the additional pavement would be visible over the long term. Because there would be no direct/indirect impacts, there would be no cumulative impacts from the No Action Alternative.

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Alternative Option	Direct Impacts	Indirect Impacts	Cumulative Impacts
Alternative 1	<p>Viewpoint 1 (MP 14.5): Visitors looking southeast would see the visual effects of temporary construction activities (e.g., human activity, construction vehicles, cut slope activities, dust) beginning 0.1 mile away. Scenic views of areas that do not incorporate SR-12 would remain unchanged. New safety improvements on SR-12 would be visible over the long term.</p> <p>Viewpoint 2 (MP 15.2): Visitors traveling by Viewpoint 2 would be in the middle of construction activities that would temporarily negatively alter views of the roadway and adjacent lands. The scenic beauty at this viewpoint would be permanently affected by cut slope activities requiring widening on the north (uphill) side and a large and long cut volume (see Table 2-1), which would result in the loss of rock formations; however, these would not include special geologic formations such as hoodoos. The extent of the rock formations that would be impacted can be seen at MP 15 on map 2 of 7 (see Appendix B).</p> <p>Viewpoint 3 (MP 16.7): Visitors traveling by Viewpoint 3 would see temporary construction activities that would alter views of the roadway and roadway corridor. No cut or fill slopes would occur in this area so there would be no related viewshed impacts.</p> <p>Viewpoint 4 (just after MP 17.2): Visitors in this area would see temporary construction activities that would alter views of the roadway and roadway corridor. Because this viewpoint is near the Mossy Cave trailhead, the restriping of the roadway and additional signage would be visible over the long-term; however, no cut or fill slopes would occur here so there would be no related impacts on the viewshed.</p> <p>Viewpoint 5 (rim overlook): The visual characteristics of this viewpoint would generally not change. However, those looking west from this viewpoint to the project area may be able to see the visual impacts of temporary construction activities, but they would be in the background.</p> <p>The above impacts would be contained within the road corridor and would not affect key visual features, including those that were critical to the establishment of the park.</p>	Under Alternative 1, no indirect impacts to visual resources are anticipated.	Impacts of past, present, and future actions would be the same as described under the No Action alternative; however, due to lack of information, the extent of these impacts is unknown. Key visual features, including those that were critical to the establishment of the park, remain; therefore, the impacts of past projects would be considered short-term adverse impacts. The impacts from Alternative 1 would be contained within the road corridor and would not affect key visual features; therefore, no impacts are anticipated. Reasonably foreseeable future actions at the Mossy Cave parking area would consist of striping and sign changes as well as the expansion of the existing Mossy Cave trailhead parking area by approximately 20%. The expansion would be to the south and would result in removal of vegetation. The expansion of the parking area would be visible over the long term and would be considered a short-term adverse impact. When the effects of Alternative 1 are combined with the impacts of past, present, and reasonably foreseeable future actions, the total cumulative impact on visual resources would be short term and adverse with a beneficial contribution from Alternative 1 by providing long-term stabilization.
Alternative 2	<p>Direct impacts would generally be the same as Alternative 1, except at Viewpoint 2.</p> <p>Alternative 2 would not result in the loss of rock formations. This alternative would result in larger fill slopes (93,000 cy). Areas of impact can be seen at MPs 14.9 to 15.4 on maps 1 through 3 of 7 (see Appendix B).</p> <p>The above impacts would be contained within the road corridor and would not affect key visual features, including those that were critical to the establishment of the park.</p>	Under Alternative 2, no indirect impacts to visual resources are anticipated.	Cumulative impacts to visual resources would be the same as those described for Alternative 1.

CHAPTER 4. SECTION 4(F) IMPACT ASSESSMENT

This chapter identifies Section 4(f) resources that would be used by the transportation improvements proposed by UDOT on a 3.74-mi section of SR-12 between MPs 14.42 and 18.16 in BCRA, Garfield County, Utah. This document meets the requirements of Federal Highway Administration (FHWA) implementing regulations (23 CFR 774) and guidance; Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966; and Section 6009 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by UDOT pursuant to 23 United States Code (USC) 327 and an MOU dated January 17, 2017 and executed by the FHWA and UDOT. Under this MOU, UDOT assumes responsibility, assigned by the FHWA, for ensuring compliance with Section 4(f) of the USDOT Act of 1966, as amended. This evaluation will do the following:

- Identify Section 4(f) resources within the project area
- Analyze impacts and determine the Section 4(f) use for the identified resources
- Outline measures to minimize harm to Section 4(f) resources that cannot be avoided
- Describe coordination efforts with local, state, and federal officials, and with the public

4.1 General 4(f) Process

The Section 4(f) legislation, as established under the USDOT Act of 1966, as amended (49 USC 303, 23 USC 138), provides protection for publicly owned parks, recreation areas, or wildlife and/or waterfowl refuges of national, state, or local significance or land of a historic site of national, state, or local significance from conversion to transportation usage. The NPS is identified as the officials with jurisdiction (OWJ) and the FHWA may not approve the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of a historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) unless a determination is made that

- there is no feasible and prudent avoidance alternative to the use of the land from the property; and
- the action includes all possible planning to minimize harm to the property resulting from such use (23 CFR 771.135).

Under 23 CFR 774.3, Section 4(f) Approvals, the use of Section 4(f) property may not be approved unless the use of the property, including any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) committed to by the applicant. *De minimis* impact is defined in 23 CFR 774.17 as follows:

- For parks, recreation areas, and wildlife and waterfowl refuges, a *de minimis* impact is one that would not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f).
- For historic sites, a *de minimis* impact means that the Federal Transit Administration has determined, in accordance with 36 CFR 800, that no historic property is affected by the project or the project would have “no adverse effect” on the property in question.

Further, if project review determines that there is no actual use or effect on a 4(f) property, no further review is required.

1 Section 4(f) properties include the following:

- 2 • Publicly owned parks open to the entire public during their hours of operation
- 3 • Publicly owned recreational areas open to the entire public during their hours of operation
- 4 • Publicly owned wildlife or waterfowl refuges
- 5 • Historic sites on or eligible for the NRHP
- 6 • Archaeological sites on or eligible for the NRHP and that warrant preservation in place

7 Under Section 4(f), there are these types of use:

- 8 • Permanent incorporation or permanent easement
- 9 • Temporary occupancy

10 Constructive use permanent incorporation usually involves a ROW acquisition of a Section 4(f) land as part
11 of a transportation project. A permanent easement involves a transportation agency acquiring a
12 permanent easement on the Section 4(f) property for transportation-related purposes. Temporary
13 occupancy uses occur when during a highway construction project, a temporary occupancy of a Section
14 4(f) property is used for regrading slopes, access, or staging areas. Constructive use involves indirect
15 impacts to Section 4(f) properties of the magnitude to act as a permanent incorporation. This type of use
16 is not a physical incorporation but is close enough to impact important features. Constructive uses may
17 include impacts such as noise, access restrictions, vibrations, ecological intrusions, and visual impacts.

18 **4.2 Description of Section 4(f) Resource**

19 All of BRCA is considered a 4(f) property and NPS is the OWJ (NPS 2000). BRCA is on the eastern edge of
20 the Paunsaugunt Plateau in south-central Utah. Bryce Canyon National Monument (administered by the
21 U.S. Forest Service) was originally established on June 8, 1923, to preserve the “unusual scenic beauty,
22 scientific interest, and importance” (NPS 2019c). On June 7, 1924, the monument’s name was changed to
23 Utah National Park, and it was transferred to the NPS. On February 25, 1928, the name Utah National Park
24 was changed to Bryce Canyon National Park. Subsequent legislation enlarged the park to its current size
25 of 35,835 acres.

26 **4.3 Project Description**

27 Highway improvements resulting from the Proposed Action (Alternative 2), would provide a long-term
28 solution to recurring road instability and associated safety concerns. The proposed project is on a 3.74-mi
29 section of SR-12 between MP 14.42 and MP 18.16 in BRCA. This includes the HED/Title 23 ROW request,
30 which extends from MP 14.42 and MP 18.12. The project area is approximately 172 acres and is defined
31 as all areas of long-term and temporary project surface disturbance. The Proposed Action would provide
32 geotechnical and/or structure improvements to ensure slope stability and provide drainage solutions
33 within the landslide area. Other components of the Proposed Action are described in Section 1.4.

34 The Proposed Action would go beyond the existing road prism (where cut and fill meet the ground) in
35 Phases II and III. The SR-12 ROW does not match the existing road alignment; therefore, the entire length
36 of SR-12 through BRCA is evaluated for Section 4(f) impacts to account for the ROW adjustment.

37 **4.4 Impacts to Section 4(f) Resource**

38 All lands within the NPS are considered nationally significant for 4(f) purposes. The NPS will not grant any
39 request to route a state or local road through park land, or to increase the size of a ROW for an existing
40 road, unless the NPS first agrees with UDOT’s determination that 1) there is no feasible and prudent
41 alternative, and 2) all possible planning has taken place to minimize and mitigate harm to the park.

1 The Section 4(f) use of the BRCA is a permanent incorporation through a perpetual easement. The
2 evaluation of potential impacts from Phases II and III does not indicate an adverse effect to the features,
3 attributes, or activities of the 4(f) resource; therefore, the proposed project impact to the BRCA is a *de*
4 *minimis* impact. The NPS as the OWJ over BRCA has concurred with UDOT's evaluation that this project
5 qualifies as a *de minimis* impact.

6 **4.5 Measures to Minimize Harm**

7 In order to avoid the use of the Section 4(f) resources for the proposed project, the designers evaluated
8 options to minimize the need for any additional ROW by providing only adequate width within the
9 roadway footprint for additional passing lanes and bike lanes. The proposed improvements between MPs
10 14.6 and 17.5 are to increase the safety of motorists, because the current design does not meet the safety
11 purpose and need of the project.

12 **4.6 Discussion of Coordination Activities**

13 The public is being offered the opportunity to comment on this Section 4(f) *de minimis* finding. A public
14 notice will be published in conjunction with the public hearing notice. It will be published on May 21,
15 2019, to begin the 30-day comment period.

16 After the comment period is complete, UDOT would make a final decision based on the evaluation and
17 public comments as to whether the *de minimis* Section 4(f) impact is appropriate and the requirements
18 of 23 USC 138 have been satisfied. The concurrence documents are provided in Appendix C (placeholder
19 until letter is provided).

20 **4.7 Conclusion**

21 There is no other prudent and feasible alternative to improve the existing roadway to accommodate the
22 increasing traffic demands along SR-12. A small amount of park property would be required to accommodate
23 the proposed improvements. This action would not adversely affect the activities, features, or attributes of
24 the BRCA and associated recreational activities. The new passing and bike lanes would increase safety for
25 park users. Overall, the BRCA would benefit from a safer, more efficient thoroughfare with no loss to
26 recreational capacity. Based upon consultation with the design engineer, all prudent and feasible
27 alternatives have been considered to avoid impacts to BRCA. UDOT believes that the transportation use
28 would not adversely affect the activities or features of BRCA and does not diminish the function of the
29 Section 4(f) resource. NPS officials have concurred with the use of these properties for public transportation
30 purposes or to the construction of public transportation facilities within the said ROW.

31 **CHAPTER 5. PUBLIC COMMENTS AND AGENCY COORDINATION**

32 **Utah Department of Transportation and National Park Service Coordination**

33 The NPS and UDOT entered into a co-lead agreement through an MOU, signed by the NPS on July 2, 2018,
34 and UDOT on September 17, 2018. This MOU is for the purposes of carrying out the responsibilities of the
35 National Environmental Policy Act (NEPA) and developing this EA.

36 **National Park Service and Garfield County Coordination:**

37 An MOU between the NPS and Garfield County was signed by both parties on December 11, 2018, and
38 December 17, 2018, respectively. A copy of this MOU is available upon request from the park
39 superintendent.

1 **Tribal Coordination**

2 Native American consultation was initiated through letters sent to the Uintah and Ouray Ute Tribes,
3 Southern Ute Indian Tribe, Ute Mountain Ute Tribe, White Mesa Band of the Ute Mountain Ute, Paiute
4 Indian Tribe of Utah, Cedar Band of Paiute, Indian Peaks Band of Paiute, Kanosh Band of Paiute,
5 Koosharem Band of Paiute, Shivwits Band of Paiute, Kaibab Band of Paiute, Las Vegas Band of Paiute,
6 Moapa Band of Paiute, San Juan Southern Paiute, Navajo Nation, Hopi Tribe, Chemehuevi Tribe, Zuni
7 Tribe, Confederated Tribe of the Goshute, Skull Valley Band of Goshute, Northwestern Band of Shoshone
8 (sent October 9, 2018). Responses were received from the Hopi Tribe, Navajo Nation, and Paiute Indian
9 Tribe of Utah. UDOT is addressing any concerns expressed by these tribes. An open house was held, and
10 the public was notified of the impacts to cultural resources.

11 A paleontological review of the project area was conducted by the UGS on June 12, 2017. The UGS noted
12 that this project qualifies for treatment under the UDOT/UGS executed MOU (2010).

13 A determination of no effect under Section 7 of the ESA was made based on the IPaC report and field visit
14 (See Table 1-2).

15 Coordination between UDOT and the State Historic Preservation Officer is underway to meet the
16 requirements of Section 106 of the National Historic Preservation Act.

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APPENDIX A

Mitigation Measures

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MITIGATION MEASURES FOR UTAH STATE ROUTE 12 PROPOSED ACTION

Mitigation Measures for Historic, Archaeological, and Paleontological Resources

Because no adverse effects would occur to historic properties (that is, resources included in or eligible for the National Register of Historic Places [NRHP]), it was not necessary to consider mitigation measures under the National Historic Preservation Act. Although unidentified cultural resources could be encountered during construction, these resources might not be intact and likely would have been affected by the initial creation of State Route 12 (SR-12).

In accordance with the Utah Department of Transportation's (UDOT) Standard Specifications for Environmental Protection, if cultural resources are discovered during construction, activities in the area of the discovery will immediately stop. The construction contractor will notify UDOT of the nature and exact location of the finding and will not damage or remove the resource. Work in the area of the discovery will be delayed until UDOT evaluates the extent and cultural significance of the site in consultation with the SHPO. The course of action and the construction delay will vary depending on the nature and location of the discovery. If any previously undetected or unreported cultural features or deposits are encountered during project-related activities, these activities will be discontinued in the immediate area of the discovery and a UDOT or National Park Service (NPS) archaeologist will be consulted to evaluate their nature and significance. Construction will not resume until the contractor receives written authorization from UDOT to continue.

In accordance with the 2010 Memorandum of Understanding (MOU) between the UDOT and the Utah Geological Survey (UGS), paleontological survey or monitoring will be conducted of the Wahweap Formation between milepost 14.8 to 15.5 of SR-12 prior to construction. If it's determined there is potential to impact significant paleontological specimens, UDOT will consult with UGS to seek ways to avoid, minimize, or mitigate the impacts as described in the MOU. This could include mitigation by collection or excavation if determined appropriate.

Mitigation Measures for Vegetation Impacts

Constructing the SR-12 Phase II improvements would remove vegetation and could also introduce invasive species into the surrounding areas. To prevent further, permanent effects, temporary impacts to vegetation will be mitigated once construction is complete and no further disturbance is anticipated. Mitigation will include the following measures:

- Vegetation management plan: The park-wide vegetation management plan, completed in July 2010, directs efforts to protect and restore native plant communities while controlling the spread of invasive vegetation within the park. Specific actions in the vegetation management plan include integrated techniques (fire, mechanical, chemical, and biological control) to manage invasive plants; implementation of a sensitive species monitoring/protection program; and implementation of a restoration program.
- All fill materials brought onto the project site will be required to be clean of any chemical contamination as per Section 02056 (Embankment, Borrow, and Backfill) of UDOT's 2017 Standard Specifications For Road and Bridge Construction (UDOT 2017a). Topsoil for landscaping must also be free of weed seeds as per Section 02912 (Topsoil) of UDOT's 2017 Standard Specifications For Road and Bridge Construction (UDOT 2017a). Native topsoil that is displaced during construction will be conserved and replaced when construction is completed. Replacing native topsoil will act as a natural seed source for revegetation. Soil excavated from areas with known populations of invasive species within the project area will not be transferred and used as

State Route 12 Road Stabilization and Improvements: Appendix A: Mitigation Measures

backfill in other project locations. Bryce Canyon National Park (BRCA) resource management (RM) staff will provide a species list and known locations.

- Compacted soils will be ripped, stabilized, and reseeded with seed mixes genetically native to BRCA or adjacent areas. Seed mixes must be approved by BRCA RM staff.
- Erosion-control features, such as landscape logs, wattles, and hydromulching, will be used to prevent the loss of topsoil and plant materials on steep, revegetated cut slopes or disturbed areas. Materials will be weed free and approved by the park.
- The contractor will be required to follow noxious weed mitigation and control measures identified in the most recent version of UDOT Special Provision Section 02924S, Invasive Weed Control (UDOT 2017b). All weed control will comply with the BRCA Vegetation Management Plan and Environmental Assessment (NPS 2010).
- Reseeding with native plants, followed by monitoring seedlings and invasive species until the vegetation has re-established, will mitigate direct-disturbance impacts and reduce the potential for weed invasions. UDOT will be responsible for monitoring and determining when vegetation becomes re-established.
- Removal of riparian vegetation will be minimized to the greatest extent practicable. UDOT will revegetate temporarily affected riparian areas with native riparian plant mixes that include willows and cottonwoods from native BRCA stock.
- UDOT will consider Federal Highway Administration's (FHWA) roadside best management practices that benefit pollinators as part of revegetating and long-term maintenance of the clear zone.

Mitigation Measures for Bats and Compliance with the Migratory Bird Treaty Act

- The avoidance period for removal of nesting/maternity roost substrate for all species is April 1 to August 31; therefore, tree and shrub removal will be timed to occur during the non-nesting/maternity season (September 1 to March 31). If this is not possible, the contractor will arrange for preconstruction surveys for both migratory bird and bat species to be conducted no more than 10 days before ground-disturbing activities. These surveys will be conducted by a qualified wildlife biologist of the area that will be disturbed to determine whether active bird nests are present within the project limits. Bat surveys will include an acoustic survey.
- If cutting during the specified period is not possible, a qualified wildlife biologist will need to verify the area to be cleared is without bats. Tools the biologist could use will be to 1) protect all snags and any trees that are likely by their characteristics to act as roosts until the cutting season, and 2) use acoustic surveys to supplement the biologist's assessment.
- If a nest/maternity roost is discovered during surveys, the NPS and UDOT biologist will be contacted to provide further direction.
- All lights will be directional lights pointed toward the ground (night skies lighting).
- UDOT correspondence with UDWR resulted in a recommendation that if work within sage-grouse suitable habitat needs to occur between March 1 and May 15, excessive noise would be avoided between 6 a.m. and 9 a.m. and at sundown.

Mitigation Measures for Visual Impacts

All aesthetic treatments will be completed in accordance with UDOT Policy 08C-03, Project Aesthetics and Landscaping Plan Development and Review (UDOT 2014a), and UDOT's Aesthetics Guidelines (UDOT

2014b). UDOT's policy is to set a budget for aesthetics and landscape enhancements based on the aesthetics guidelines. The aesthetic features considered during the final design phase of the project could include lighting; vegetation and plantings; the color of bridges, structures, and retaining walls; and other architectural features such as railings.

Aesthetic treatments are typically evaluated during the final design phase of the project after an alternative is selected in the project's Finding of No Significance and funding has been allocated for the project. UDOT will coordinate with the local municipalities to determine whether the desired aesthetics can be implemented within the project budget.

Best Practices for Night Skies

Incorporated by reference the Bryce Canyon National Park International Dark Sky Park Application and Lighting Management Plan (NPS 2019). Best practices include the following:

- Light only where it is needed
- Light only when it is needed
- Shield lights and direct them downward
- Select lamps with warmer colors
- Use less light
- Select most energy efficient lamps and fixtures (pg. 34)

Mitigation Measures for Noise Impacts

To reduce temporary noise impacts associated with construction, the contractor will comply with all state and local regulations relating to construction noise. Construction noise impacts will be minimized in accordance to Part 3.6 of Section 01355 (Environmental Compliance) of UDOT's *2017 Standard Specifications For Road and Bridge Construction* (UDOT 2017a), which requires avoidance of activities that exceed specified noise levels and avoiding work on Sundays or holidays.

Mitigation Measures for Water Quality and Water Quantity

A Utah Pollutant Discharge Elimination System General Stormwater Discharge Permit would be required. As part of the requirements of the permit, the contractor would be required to develop and implement a stormwater pollution prevention plan. The plan would identify measures to prevent impacts to receiving waters from construction activities including site grading, materials handling and storage, fueling, and equipment maintenance.

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APPENDIX B

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Alternatives Maps

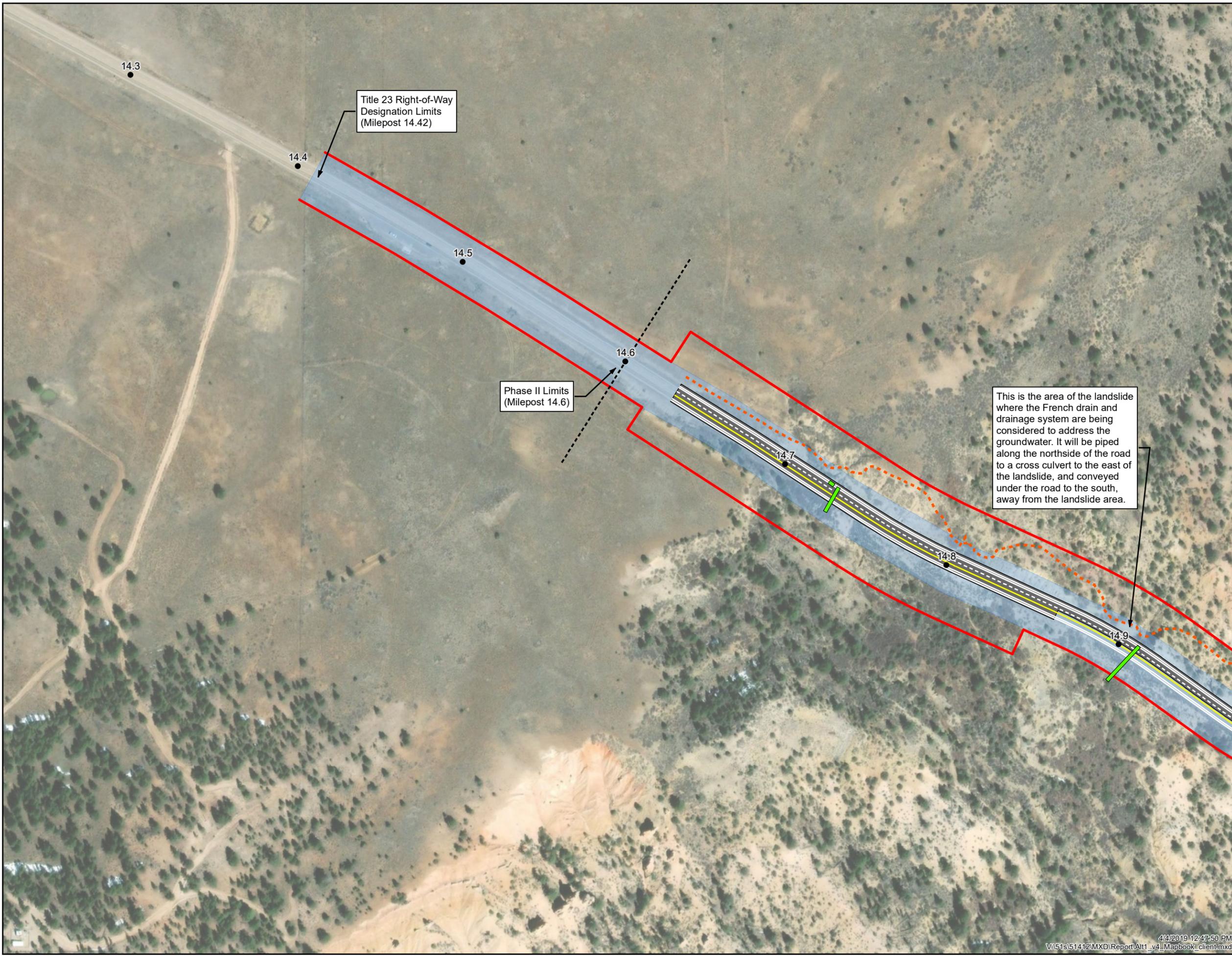
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Alternative 1

Map 1 of 7

-  Bike Lanes
-  Travel Lanes
-  Proposed Cut Slope
-  Proposed Right-of-Way
-  Proposed Pavement Surface Improvements
-  Existing Culvert
-  Existing Right-of-Way

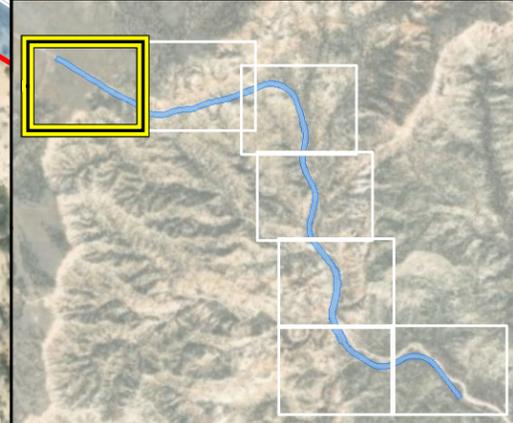


Title 23 Right-of-Way Designation Limits (Milepost 14.42)

Phase II Limits (Milepost 14.6)

This is the area of the landslide where the French drain and drainage system are being considered to address the groundwater. It will be piped along the northside of the road to a cross culvert to the east of the landslide, and conveyed under the road to the south, away from the landslide area.

Basemap from Esri ArcGIS Online: World Imagery, accessed April 4, 2019.



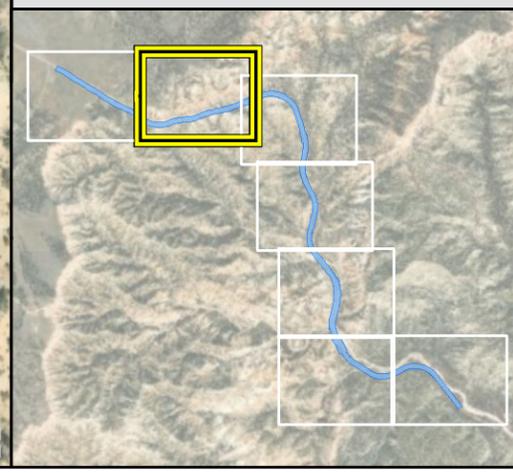
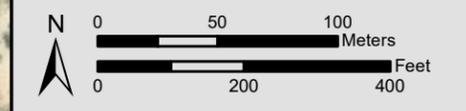
Alternative 1

Map 2 of 7

-  Bike Lanes
-  Travel Lanes
-  Proposed Cut Slope
-  Proposed Right-of-Way
-  Proposed Pavement Surface Improvements
-  Existing Culvert
-  Existing Right-of-Way



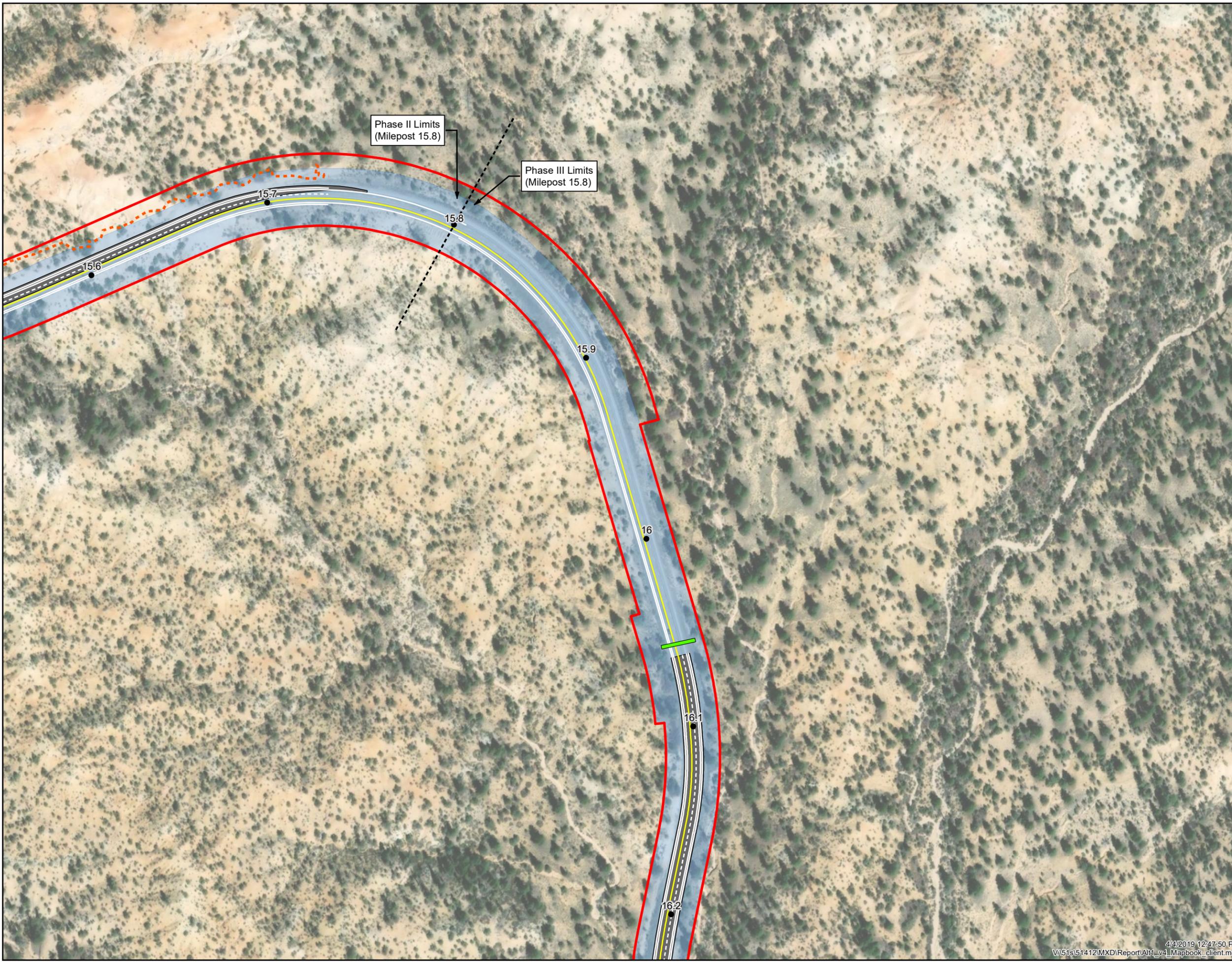
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World Imagery, accessed April 4, 2019.



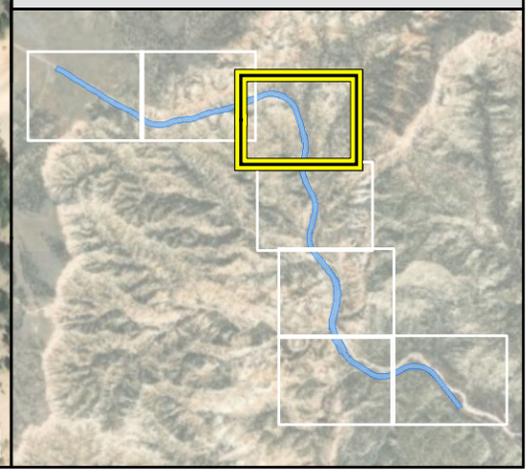
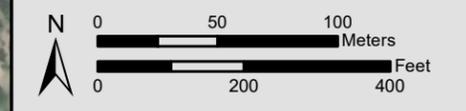
Alternative 1

Map 3 of 7

-  Bike Lanes
-  Travel Lanes
-  Proposed Cut Slope
-  Proposed Right-of-Way
-  Proposed Pavement Surface Improvements
-  Existing Culvert
-  Existing Right-of-Way



Basemap from Esri ArcGIS Online:
World Imagery, accessed April 4, 2019.

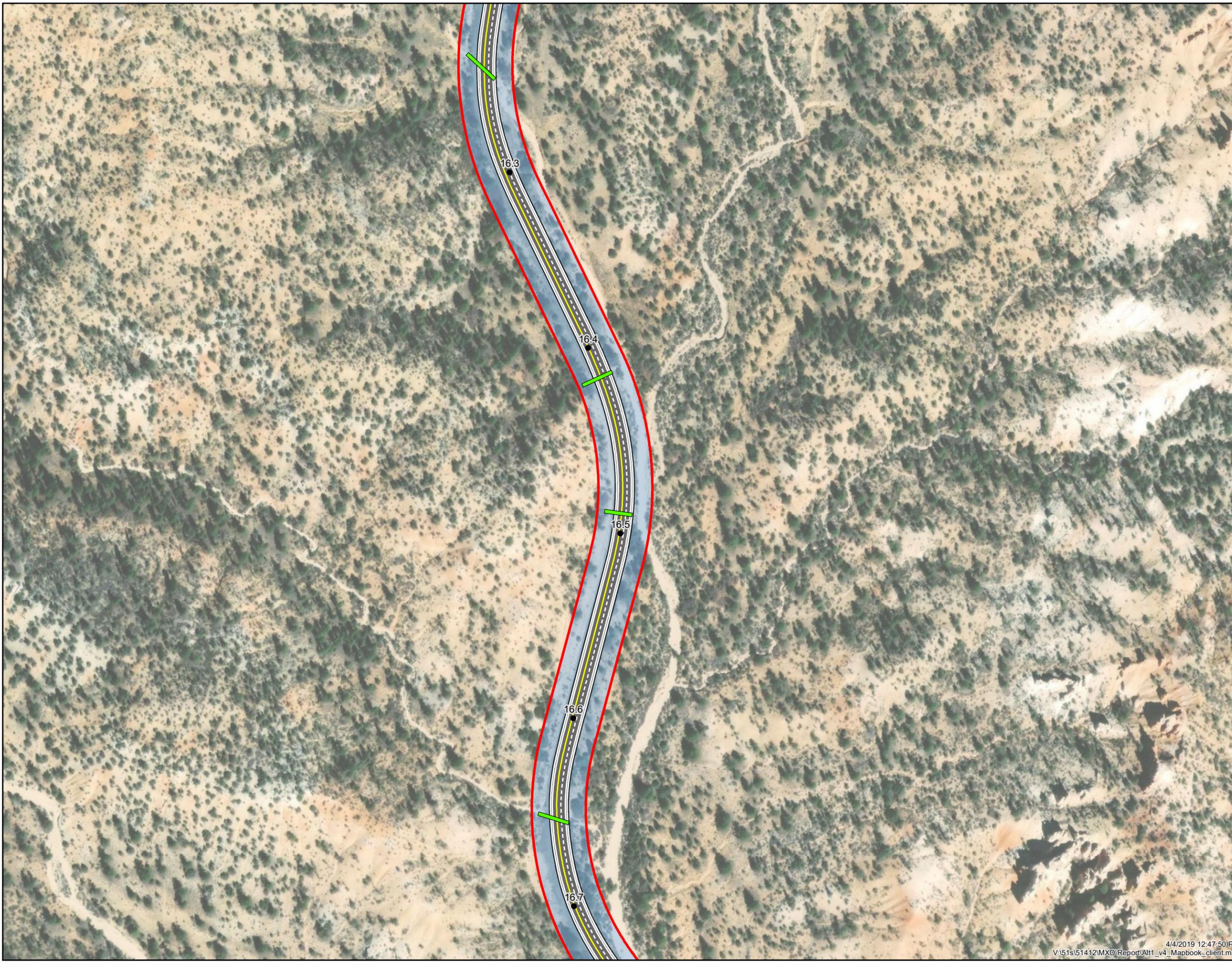
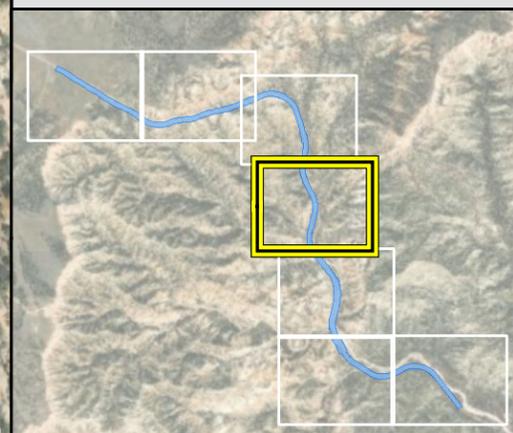


Alternative 1

Map 4 of 7

-  Bike Lanes
-  Travel Lanes
-  Proposed Cut Slope
-  Proposed Right-of-Way
-  Proposed Pavement Surface Improvements
-  Existing Culvert
-  Existing Right-of-Way

Basemap from Esri ArcGIS Online:
World Imagery, accessed April 4, 2019.

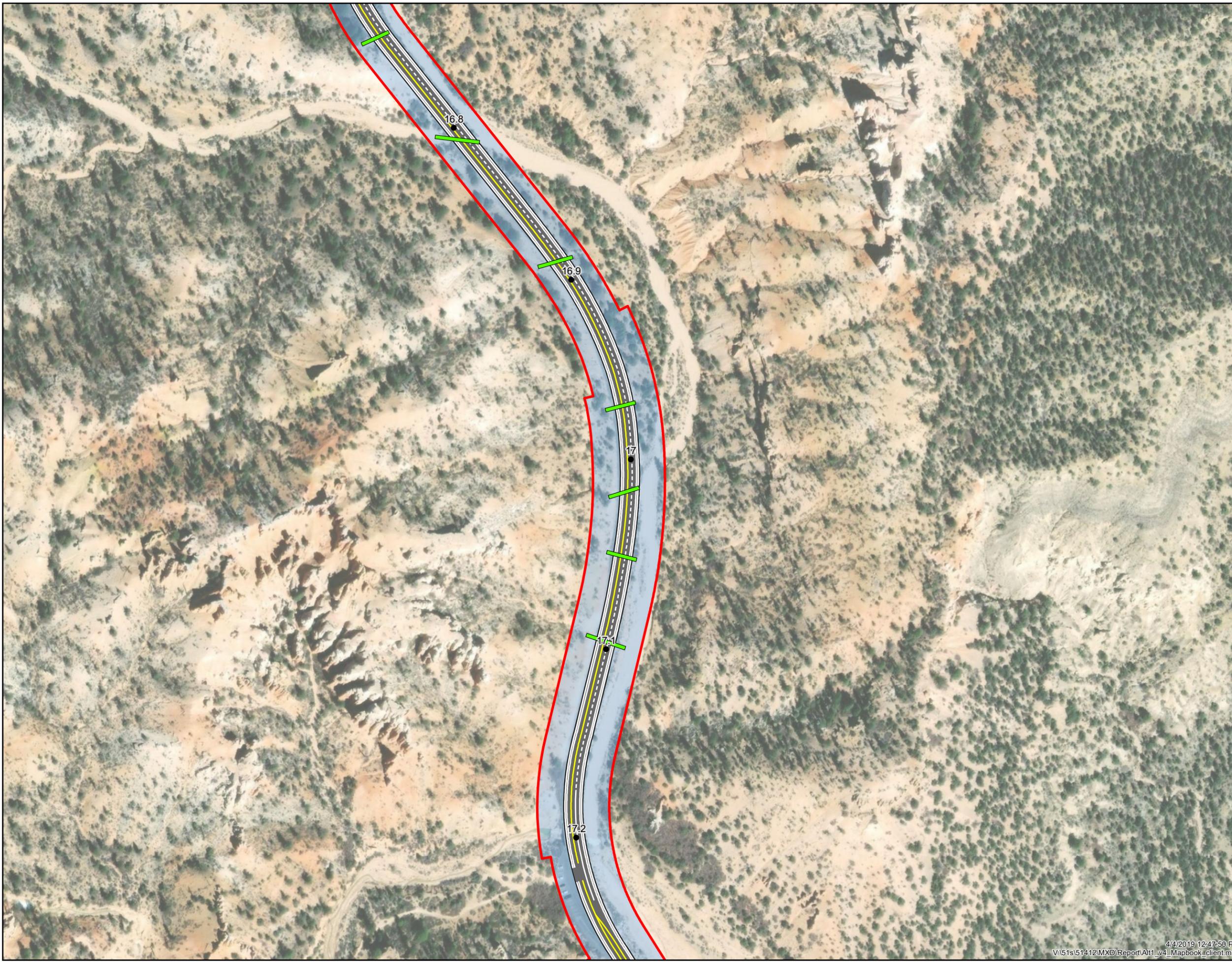
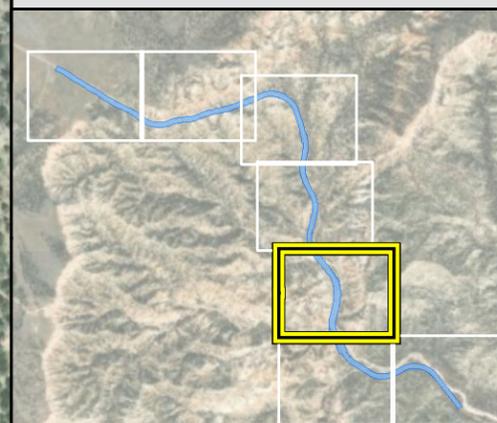


Alternative 1

Map 5 of 7

- Bike Lanes
- Travel Lanes
- - - Proposed Cut Slope
- Proposed Right-of-Way
- Proposed Pavement Surface Improvements
- Existing Culvert
- Existing Right-of-Way

Basemap from Esri ArcGIS Online:
World Imagery, accessed April 4, 2019.



Alternative 1

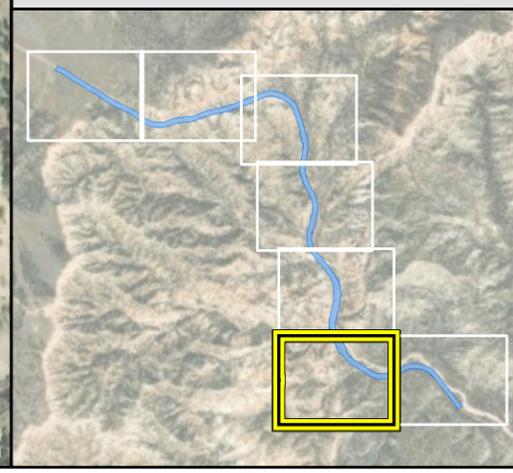
Map 6 of 7

-  Bike Lanes
-  Travel Lanes
-  Proposed Cut Slope
-  Proposed Right-of-Way
-  Proposed Pavement Surface Improvements
-  Existing Culvert
-  Existing Right-of-Way



Phase III Limits
(Milepost 17.5)

Basemap from Esri ArcGIS Online:
World Imagery, accessed April 4, 2019.



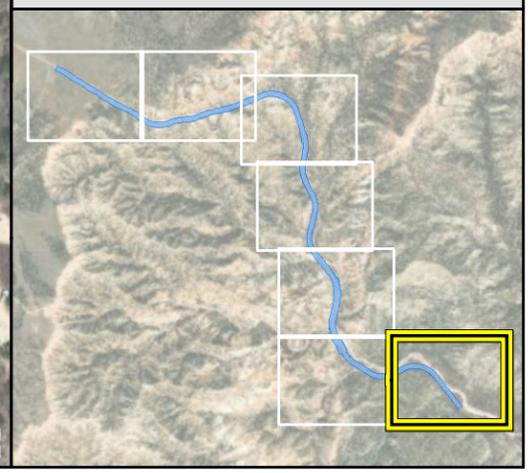
Alternative 1

Map 7 of 7

-  Bike Lanes
-  Travel Lanes
-  Proposed Cut Slope
-  Proposed Right-of-Way
-  Proposed Pavement Surface Improvements
-  Existing Culvert
-  Existing Right-of-Way



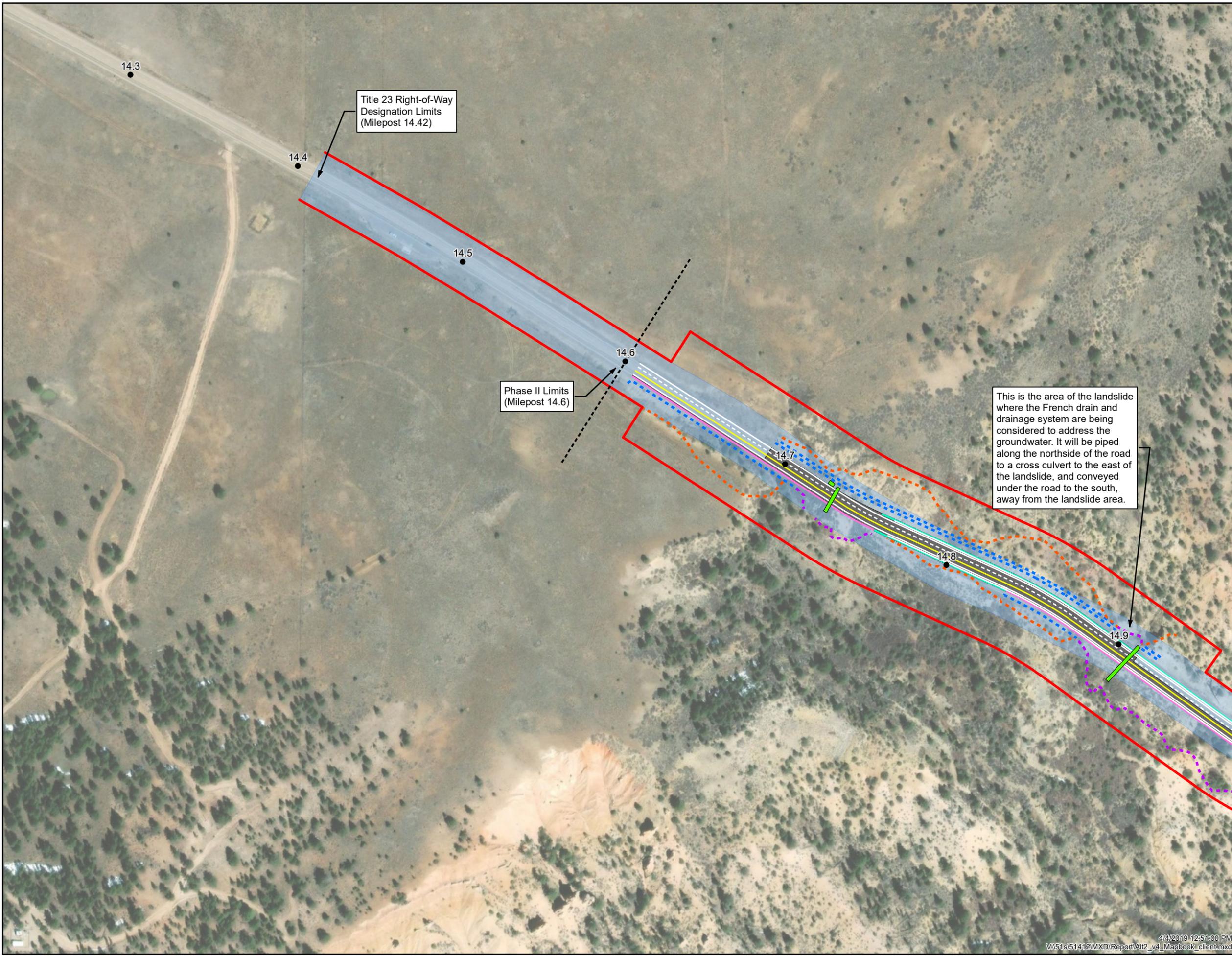
Basemap from Esri ArcGIS Online:
World Imagery, accessed April 4, 2019.



Alternative 2

Map 1 of 7

- Bike Lanes
- Travel Lanes
- - - Proposed Cut Slope
- - - Proposed Cut Ditch
- - - Proposed Fill Slope
- Proposed Concrete Barrier
- Proposed Proposed W-Beam Guardrail
- Proposed Right-of-Way
- Proposed Pavement Surface Improvements
- Existing Culvert
- Existing Right-of-Way

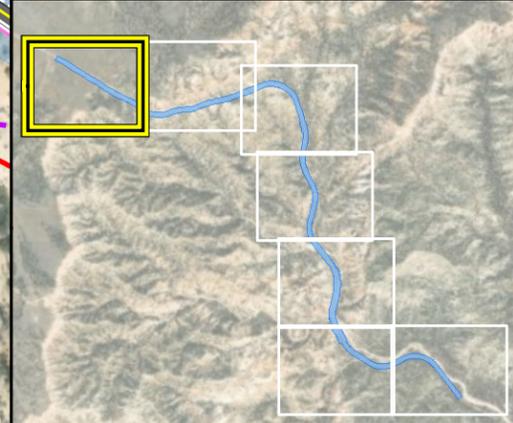


Title 23 Right-of-Way Designation Limits (Milepost 14.42)

Phase II Limits (Milepost 14.6)

This is the area of the landslide where the French drain and drainage system are being considered to address the groundwater. It will be piped along the northside of the road to a cross culvert to the east of the landslide, and conveyed under the road to the south, away from the landslide area.

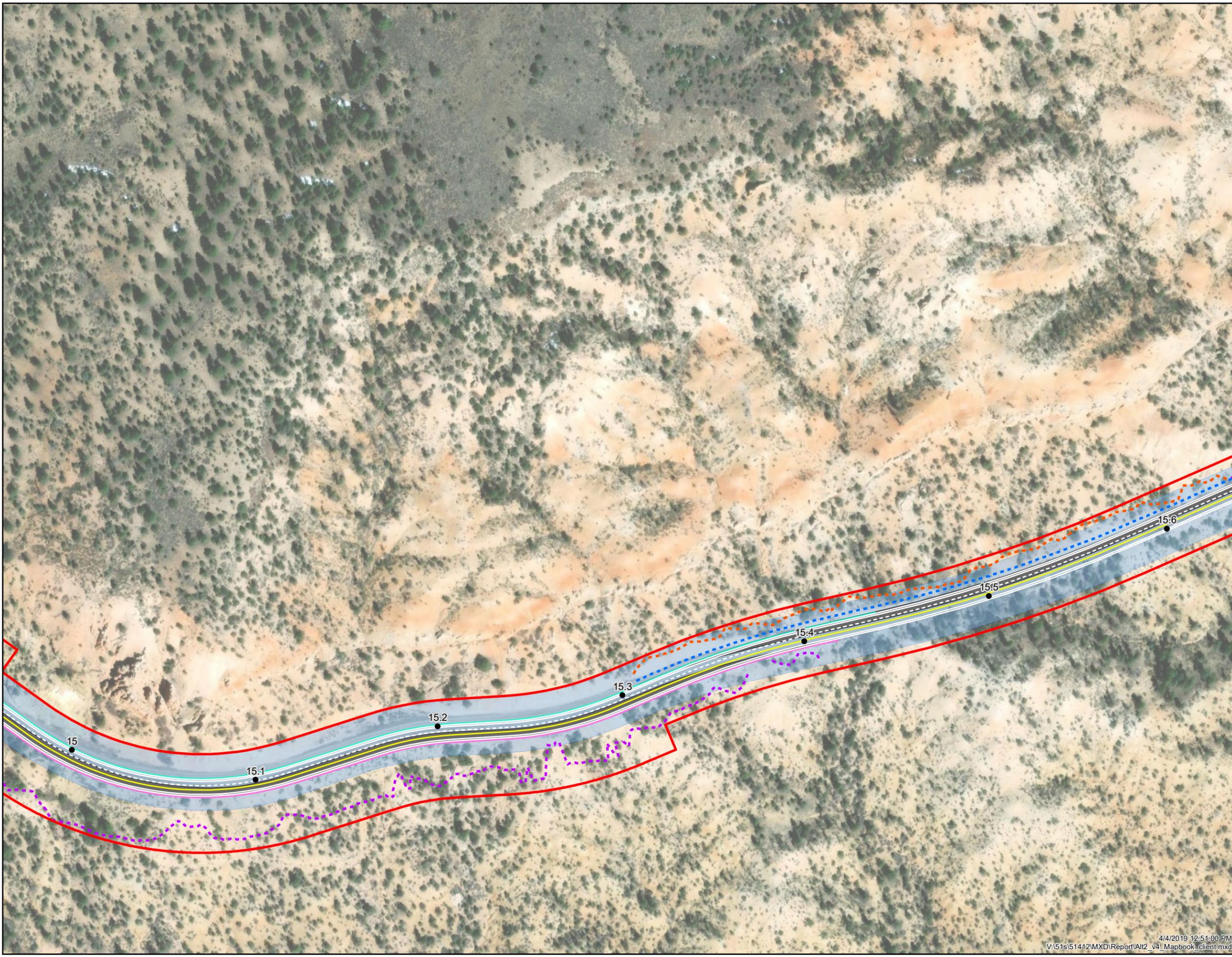
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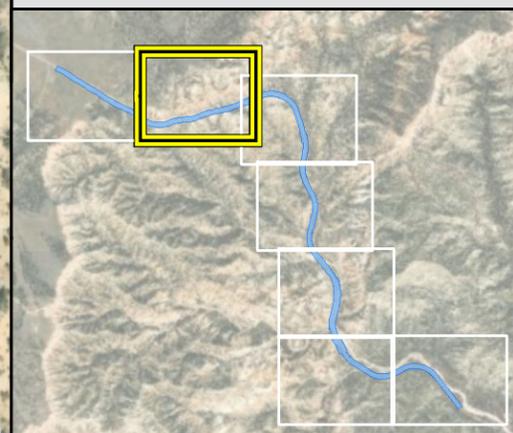
Alternative 2

Map 2 of 7

- Bike Lanes
- Travel Lanes
- - - Proposed Cut Slope
- - - Proposed Cut Ditch
- - - Proposed Fill Slope
- Proposed Concrete Barrier
- Proposed Proposed W-Beam Guardrail
- Proposed Right-of-Way
- Proposed Pavement Surface Improvements
- Existing Culvert
- Existing Right-of-Way



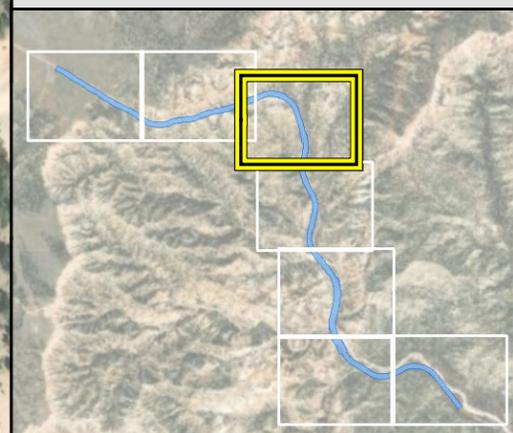
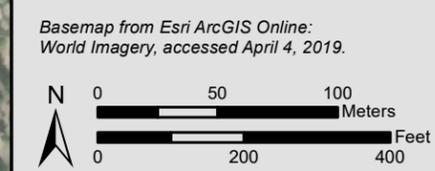
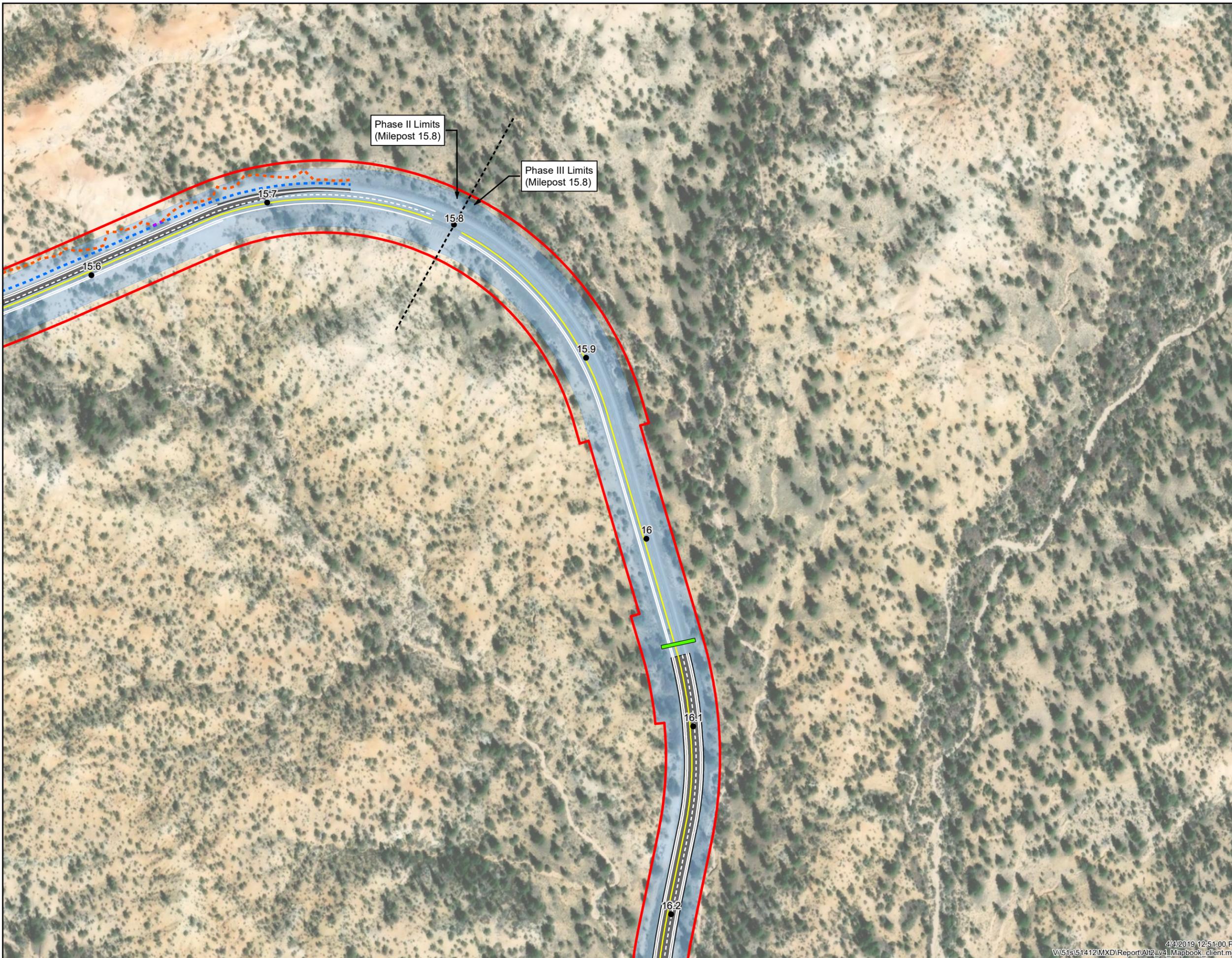
Basemap from Esri ArcGIS Online:
World Imagery, accessed April 4, 2019.



Alternative 2

Map 3 of 7

- Bike Lanes
- Travel Lanes
- - - Proposed Cut Slope
- - - Proposed Cut Ditch
- - - Proposed Fill Slope
- Proposed Concrete Barrier
- Proposed Proposed W-Beam Guardrail
- Proposed Right-of-Way
- Proposed Pavement Surface Improvements
- Existing Culvert
- Existing Right-of-Way

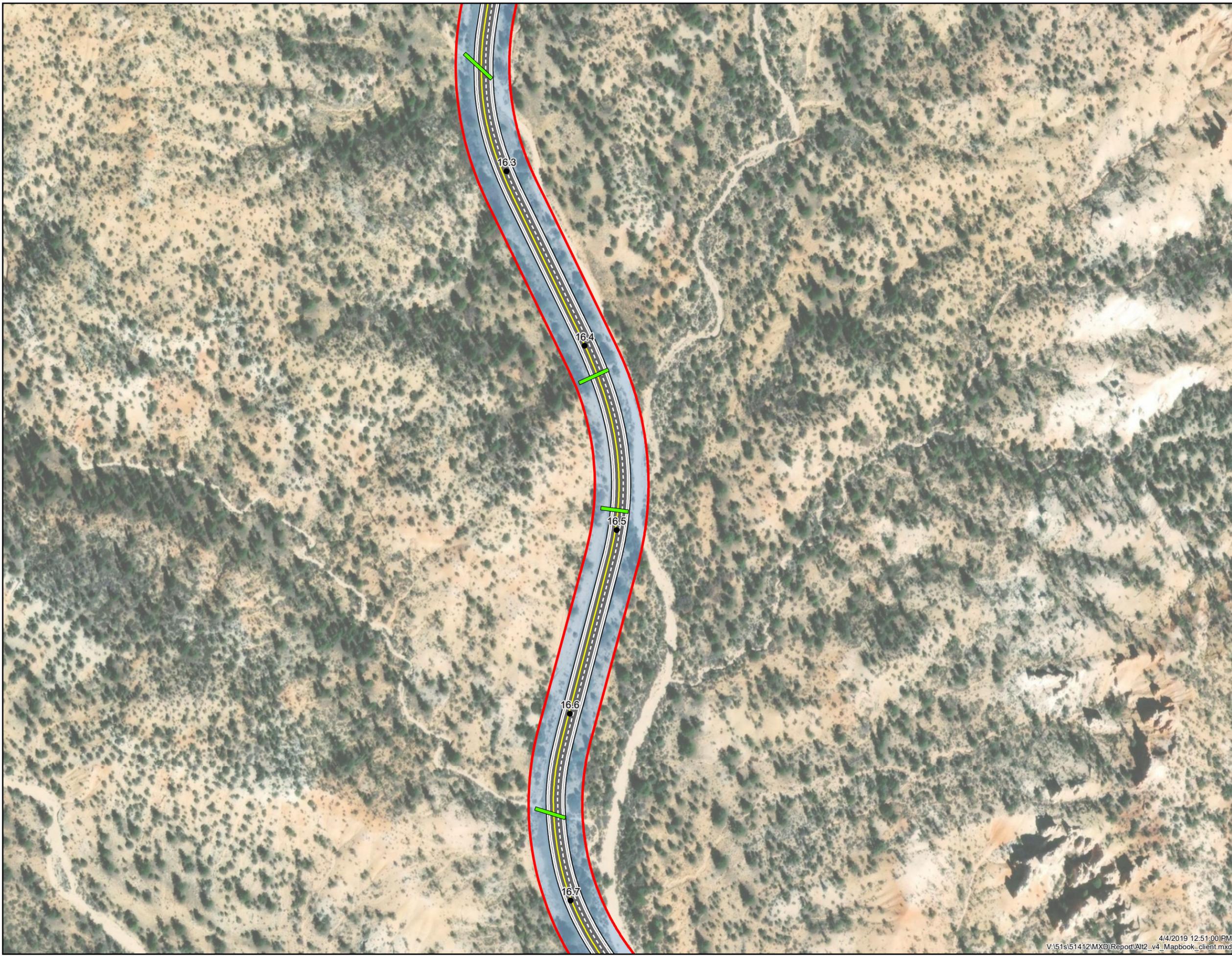
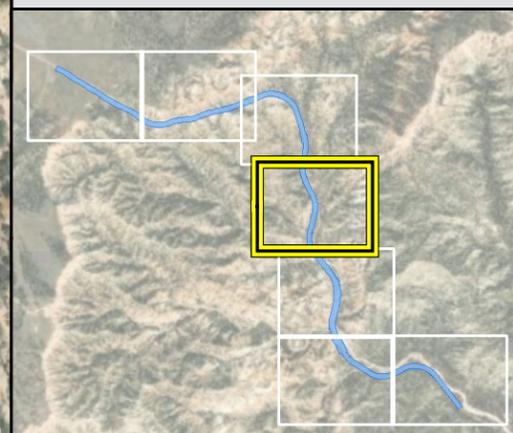


Alternative 2

Map 4 of 7

- Bike Lanes
- Travel Lanes
- - - Proposed Cut Slope
- - - Proposed Cut Ditch
- - - Proposed Fill Slope
- Proposed Concrete Barrier
- Proposed Proposed W-Beam Guardrail
- Proposed Right-of-Way
- Proposed Pavement Surface Improvements
- Existing Culvert
- Existing Right-of-Way

Basemap from Esri ArcGIS Online:
World Imagery, accessed April 4, 2019.

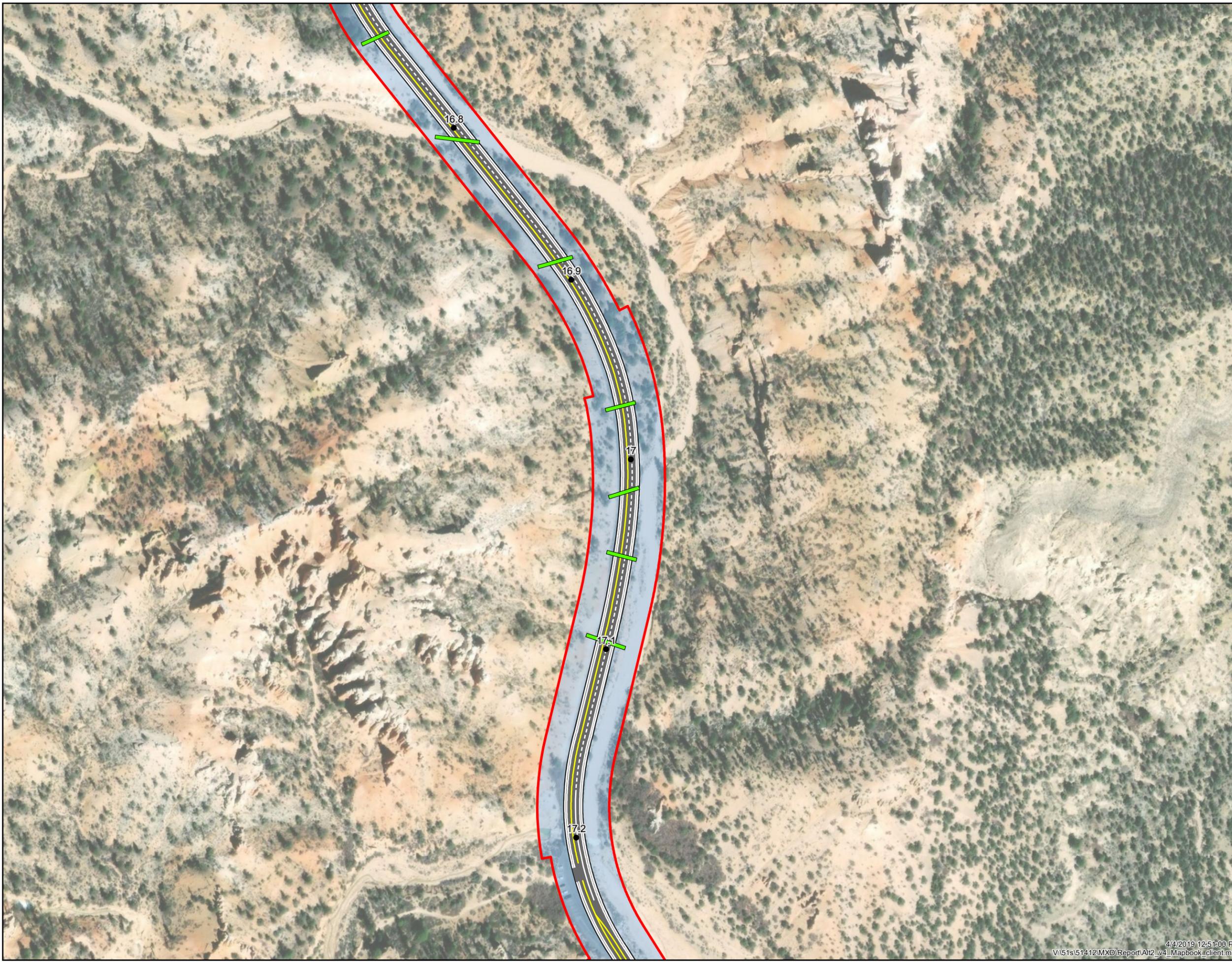
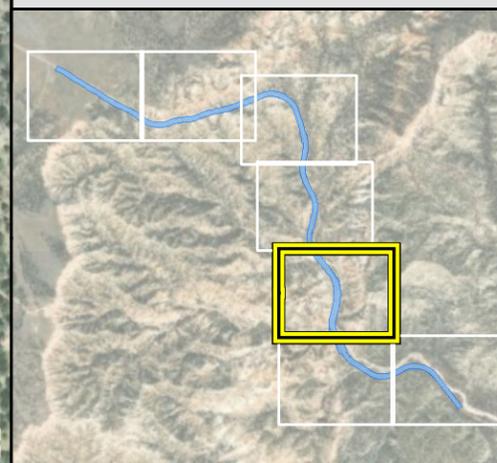


Alternative 2

Map 5 of 7

- Bike Lanes
- Travel Lanes
- - - Proposed Cut Slope
- - - Proposed Cut Ditch
- - - Proposed Fill Slope
- Proposed Concrete Barrier
- Proposed Proposed W-Beam Guardrail
- Proposed Right-of-Way
- Proposed Pavement Surface Improvements
- Existing Culvert
- Existing Right-of-Way

Basemap from Esri ArcGIS Online:
World Imagery, accessed April 4, 2019.



Alternative 2

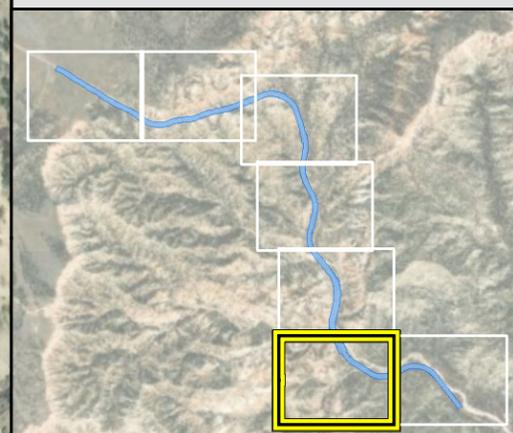
Map 6 of 7

- Bike Lanes
- Travel Lanes
- - - Proposed Cut Slope
- - - Proposed Cut Ditch
- - - Proposed Fill Slope
- Proposed Concrete Barrier
- Proposed Proposed W-Beam Guardrail
- Proposed Right-of-Way
- Proposed Pavement Surface Improvements
- Existing Culvert
- Existing Right-of-Way



Phase III Limits
(Milepost 17.5)

Basemap from Esri ArcGIS Online:
World Imagery, accessed April 4, 2019.



Alternative 2

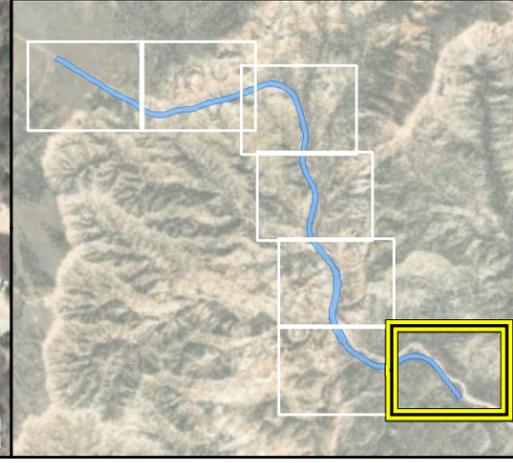
Map 7 of 7

- Bike Lanes
- Travel Lanes
- - - Proposed Cut Slope
- - - Proposed Cut Ditch
- - - Proposed Fill Slope
- Proposed Concrete Barrier
- Proposed Proposed W-Beam Guardrail
- Proposed Right-of-Way
- Proposed Pavement Surface Improvements
- Existing Culvert
- Existing Right-of-Way



Basemap from Esri ArcGIS Online:
World Imagery, accessed April 4, 2019.

N
0 50 100 Meters
0 200 400 Feet



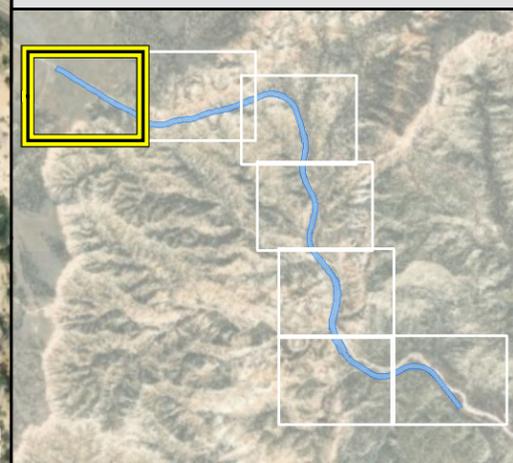
No Action

Map 1 of 7

- Milepost



Basemap from Esri ArcGIS Online:
World Imagery, accessed April 4, 2019.



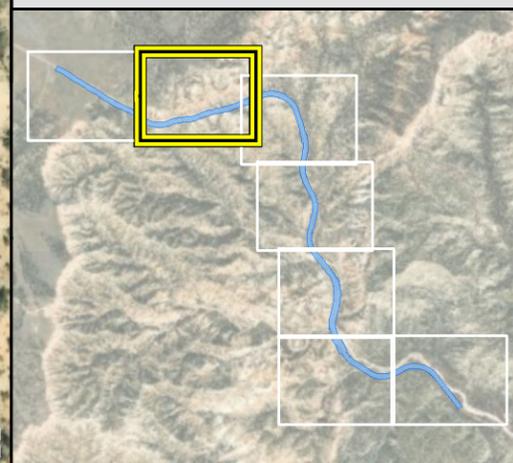
No Action

Map 2 of 7

- Milepost



Basemap from Esri ArcGIS Online:
World Imagery, accessed April 4, 2019.



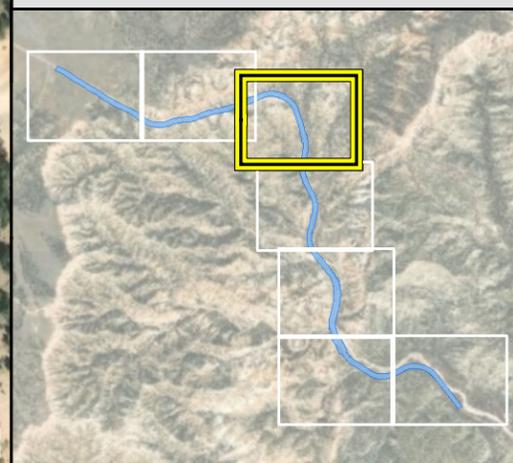
No Action

Map 3 of 7

- Milepost



Basemap from Esri ArcGIS Online:
World Imagery, accessed April 4, 2019.



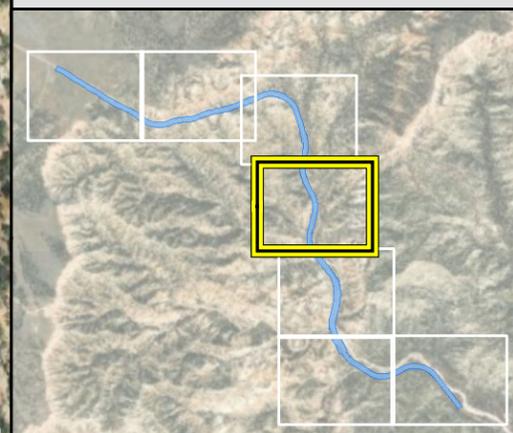
No Action

Map 4 of 7

- Milepost



Basemap from Esri ArcGIS Online:
World Imagery, accessed April 4, 2019.



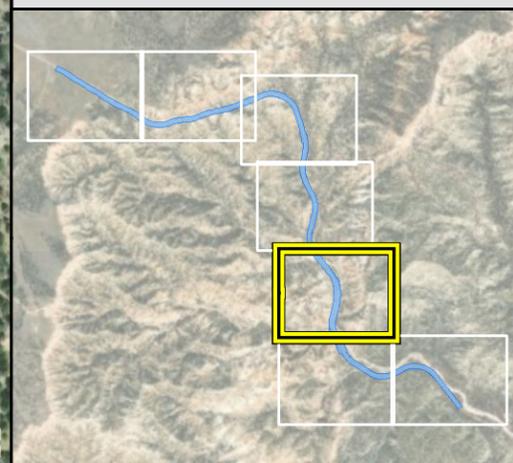
No Action

Map 5 of 7

- Milepost



Basemap from Esri ArcGIS Online:
World Imagery, accessed April 4, 2019.



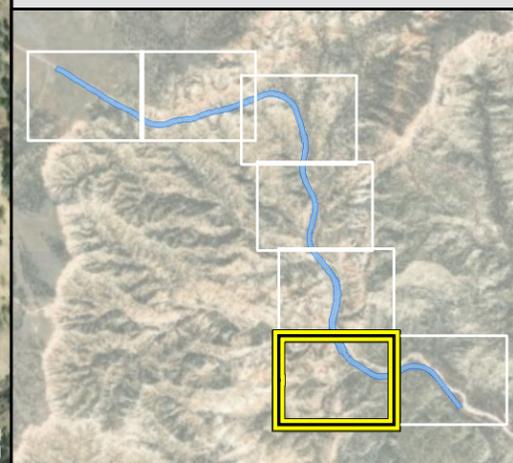
No Action

Map 6 of 7

- Milepost



Basemap from Esri ArcGIS Online:
World Imagery, accessed April 4, 2019.



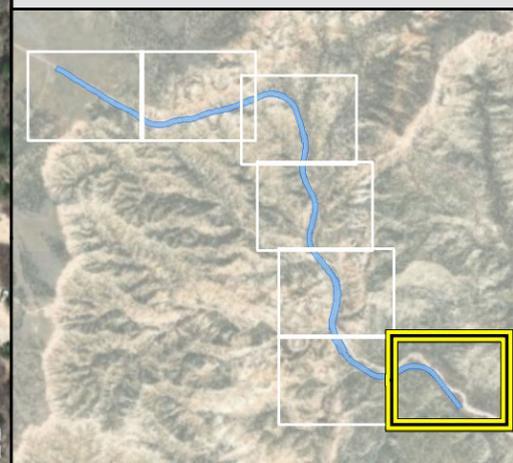
No Action

Map 7 of 7

- Milepost



Basemap from Esri ArcGIS Online:
World Imagery, accessed April 4, 2019.



1

APPENDIX C

2

Agency Coordination

3

- 1 *This page intentionally left blank.*



Memorandum

Environmental Services

DATE: February 14, 2019
FROM: Matt Howard, Natural Resources Manager
SUBJECT: State Route 12 Emergency Slope Stabilization, Phase II, PIN 15632

I have reviewed the biological summary for State Route 12 Emergency Slope Stabilization Phase II in Garfield County, Utah concerning potential impacts to species protected by the Endangered Species Act (ESA) and concur with its findings. Based on the summary's findings, the stabilization project would have a No Effect determination on species protected under the ESA. If any tree removal is necessary, it should take place outside of the nesting season for most migratory birds (April 15-August 31). If removal is to take place within that period, a nest survey conducted by a UDOT-approved biologist would be required and any nests would need to be avoided until a biologist has determined that all nesting birds have fledged. If these measures are followed, the project would not result in take under the MBTA or BGEPA.

I have also evaluated the project for impacts to greater sage-grouse. The project takes place within the Parker Mountain/Emery SGMA, though only one tenth of a mile (14.6 to 14.7) of the project takes place within suitable habitat for sage-grouse. After corresponding with UDWR, it was recommended that if work within the suitable habitat identified above needs to occur between March 1 and May 15, excessive noise be avoided between 6 AM and 9 AM and at sundown.

Sincerely,

Matt Howard
Natural Resource Manager



GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

State of Utah

DEPARTMENT OF NATURAL RESOURCES

MICHAEL R. STYLER
Executive Director

Utah Geological Survey

RICHARD G. ALLIS
State Geologist Division Director

June 12, 2017

Everett Bassett
Transcon Environmental
579 West Galena Park Place, Unit 102
Draper UT 84020

RE: Paleontological file search and recommendations for the UDOT SR-12 Landslide Road Improvement Project, Garfield County, Utah
U.C.A. 79-3-508 (Paleontological) Compliance; Request for Confirmation of Literature Search according to the UDOT/UGS Memorandum of Understanding.

Dear Everett:

I have conducted a paleontological file search for the SR-12 Landslide Road Improvement Project in response to your request of June 12, 2017. This project qualifies for treatment under the UDOT/UGS executed Memorandum of Understanding.

There are numerous paleontological localities recorded in our files in or near this project area, consisting vertebrate and invertebrate fossils from the Cretaceous Wahweap Formation. The Wahweap Formation that is exposed here has a high potential for yielding significant fossil localities (PFYC 4). We therefore recommend a paleontological evaluation to determine and mitigate any potential impacts to paleontological resources that may occur as a result of this road improvement project.

If you have any questions, please call me at (801) 537-3311.

Sincerely,

Martha Hayden
Paleontological Assistant





State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

October 9, 2018

Mr. Luke Dunkin
Ute Indian Tribe of the Uintah & Ouray Reservation
P.O. Box 190
Fort Duchesne, UT 84026

RE: UDOT Project No. F-0012(43)15; SR-12 Emergency Stabilization Phase 2, Garfield County, Utah (PIN 15632).

Notification of Project and Invitation to be a Section 106 Consulting Party

Dear Mr. Dunkin,

The Utah Department of Transportation (UDOT) is preparing to undertake the subject project. The Utah Department of Transportation (UDOT) is preparing to undertake the subject federally-funded project, which includes lands within the Bryce Canyon National Park (BRCA). UDOT intends to prepare a state environmental assessment (SES) and conduct necessary environmental studies to evaluate potential transportation solutions for the proposed project. The UDOT and BRCA have agreed to be joint lead agencies in relation to the EA process under the National Environmental Policy Act, but as specified in Section 36 CFR 800.2(a)(2), have agreed that UDOT be designated the lead federal agency for compliance with 36CFR Part 800.

In accordance with Parts 3.1.1 and 3.2 of the *Memorandum of Understanding Between the Federal Highway Administration and the Utah Department of Transportation Concerning State of Utah's Participation in the Surface Transportation Project Delivery Program Pursuant to 23 USC §327* (executed January 17, 2017), the UDOT assumes responsibility, assigned by the Federal Highway Administration (FHWA), for ensuring compliance with Section 106 of the NHPA and with Section 4(f) of the DOT Act of 1966, as amended. FHWA retains the responsibility for government-to-government consultation with Indian Tribes and this notification is sent on behalf of FHWA. Direct government-to-government consultation with FHWA is available upon request.

In compliance with Section 106 of the National Historic Preservation Act, we request that you review the information in this letter and enclosed project information to determine if there are any historic properties of traditional religious and/or cultural importance that may be affected by the proposed undertaking. If you feel that there are any historic properties that may be impacted, we request your notification as such and your participation as a consulting party during the development of the environmental document. Please be assured that, in accordance with confidentiality and disclosure stipulations in Section 304 of the NHPA, the UDOT will maintain strict confidentiality about certain types of information regarding traditional religious and/or cultural places that may be affected by this proposed undertaking.

The proposed project area extends along SR-12 within BRCA from MP 14.42 to 18.16, a distance of about 3.5 miles (see the enclosed study area map). This area experienced a significant landslide in 2017, and short-term repairs allowed resumption of normal operations on SR-12. Safety and transportation improvements are needed to address current and long-term safety and maintenance needs along the existing SR-12 highway. The improvements may include full-depth pavement reconstruction within the 2017 landslide area, roadway widening, the addition of bike and turn lanes, and a 23 CFR 710.601 Federal Land Transfer for the entire legal description of SR-12 within BRCA for highway easement deed purposes. To prioritize the safety items, this project may be constructed with a phased

approach. Some of the proposed construction work (e.g., additional road cuts) would include work below or beyond the existing imported roadbase materials in original (or native) ground.

The area of potential effects (APE) for the Project is best illustrated in the enclosed Project APE Map. The APE for cultural resources will include the proposed footprint of all active project alternatives as well as the land transfer (see attached map). The APE for the roadway is approximately 3.5 miles long will be an average of 200 feet wide, with additional APE to include areas to the north and south of the roadway necessary for cuts/fills. This APE will accommodate any grading, cutting, or filling needed to install project components and blend improvements with the existing environment.

An intensive-level archaeological inventory was conducted for the entire APE in October 2017 during a previous phase of the project. This survey was completed by Transcon Environmental Inc. under UDSH project number U17TN0780 but was not previously submitted for consultation. Considering this recent survey additional identification efforts are not anticipated to complete the current project. The survey report will be submitted to the SHPO with the Determination of Eligibility document. A copy of the cultural resources inventory results report will be kept on file at the UDOT Region Four Headquarters as well as BRCA and will be available for your review upon request.

At your request, the FHWA and the UDOT staff will be available to meet with you to discuss any concerns you might have about the project. Should you have any questions or concerns about this project and/or wish to be a consulting party, feel free to contact me at 801-910-2035 or lizrobinson@utah.gov. We would also appreciate any suggestions you might have about other groups or individuals that we should contact regarding this project or ways that we may more effectively consult with your Tribe/Band.

To facilitate our consultation with you regarding this project, we would greatly appreciate a response to this letter within 30 days of receipt.

Thank you for your attention to this project notification and any comments you may have.

Sincerely,



Liz Robinson
Cultural Resources Program Manager
UDOT Central Environmental

Enclosures

cc: Ms. Betsy Chapoose, Director, Cultural Rights & Protection



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

October 9, 2018

Ms. Betsy Chapoose
Ute Indian Tribe of the Uintah & Ouray Reservation
P.O. Box 190
Fort Duchesne, UT 84026

RE: UDOT Project No. F-0012(43)15; SR-12 Emergency Stabilization Phase 2, Garfield County, Utah (PIN 15632).

Notification of Project and Invitation to be a Section 106 Consulting Party

Dear Ms. Chapoose,

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The area of potential effects (APE) for the Project is best illustrated in the enclosed Project APE Map. The APE for cultural resources will include the proposed footprint of all active project alternatives as well as the land transfer (see attached map). The APE for the roadway is approximately 3.5 miles long will be an average of 200 feet wide, with additional APE to include areas to the north and south of the roadway necessary for cuts/fills. This APE will accommodate any grading, cutting, or filling needed to install project components and blend improvements with the existing environment.

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To facilitate our consultation with you regarding this project, we would greatly appreciate a response to this letter within 30 days of receipt.

Thank you for your attention to this project notification and any comments you may have.

Sincerely,



Liz Robinson
Cultural Resources Program Manager
UDOT Central Environmental

Enclosures

cc: Mr. Luke Dunkin, Chairperson



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

October 9, 2018

Mr. Clement Frost
Southern Ute Indian Tribe
P.O. Box 737
Ignacio, CO 81137

RE: UDOT Project No. F-0012(43)15; SR-12 Emergency Stabilization Phase 2, Garfield County, Utah (PIN 15632).

Notification of Project and Invitation to be a Section 106 Consulting Party

Dear Mr. Frost,

The Utah Department of Transportation (UDOT) is preparing to undertake the subject project. The Utah Department of Transportation (UDOT) is preparing to undertake the subject federally-funded project, which includes lands within the Bryce Canyon National Park (BRCA). UDOT intends to prepare a state environmental assessment (SES) and conduct necessary environmental studies to evaluate potential transportation solutions for the proposed project. The UDOT and BRCA have agreed to be joint lead agencies in relation to the EA process under the National Environmental Policy Act, but as specified in Section 36 CFR 800.2(a)(2), have agreed that UDOT be designated the lead federal agency for compliance with 36CFR Part 800.

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Thank you for your attention to this project notification and any comments you may have.

Sincerely,



Liz Robinson
Cultural Resources Program Manager
UDOT Central Environmental

Enclosures

cc: Ms. Elise Redd



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

October 9, 2018

Ms. Elise Redd
Southern Ute Indian Tribe
P.O. Box 737
Ignacio, CO 81137

RE: UDOT Project No. F-0012(43)15; SR-12 Emergency Stabilization Phase 2, Garfield County, Utah (PIN 15632).

Notification of Project and Invitation to be a Section 106 Consulting Party

Dear Ms. Redd,

The Utah Department of Transportation (UDOT) is preparing to undertake the subject project. The Utah Department of Transportation (UDOT) is preparing to undertake the subject federally-funded project, which includes lands within the Bryce Canyon National Park (BRCA). UDOT intends to prepare a state environmental assessment (SES) and conduct necessary environmental studies to evaluate potential transportation solutions for the proposed project. The UDOT and BRCA have agreed to be joint lead agencies in relation to the EA process under the National Environmental Policy Act, but as specified in Section 36 CFR 800.2(a)(2), have agreed that UDOT be designated the lead federal agency for compliance with 36CFR Part 800.

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In compliance with Section 106 of the National Historic Preservation Act, we request that you review the information in this letter and enclosed project information to determine if there are any historic properties of traditional religious and/or cultural importance that may be affected by the proposed undertaking. If you feel that there are any historic properties that may be impacted, we request your notification as such and your participation as a consulting party during the development of the environmental document. Please be assured that, in accordance with confidentiality and disclosure stipulations in Section 304 of the NHPA, the UDOT will maintain strict confidentiality about certain types of information regarding traditional religious and/or cultural places that may be affected by this proposed undertaking.

The proposed project area extends along SR-12 within BRCA from MP 14.42 to 18.16, a distance of about 3.5 miles (see the enclosed study area map). This area experienced a significant landslide in 2017, and short-term repairs allowed resumption of normal operations on SR-12. Safety and transportation improvements are needed to address current and long-term safety and maintenance needs along the existing SR-12 highway. The improvements may include full-depth pavement reconstruction within the 2017 landslide area, roadway widening, the addition of bike and turn lanes, and a 23 CFR 710.601 Federal Land Transfer for the entire legal description of SR-12 within BRCA for highway easement deed purposes. To prioritize the safety items, this project may be constructed with a phased

approach. Some of the proposed construction work (e.g., additional road cuts) would include work below or beyond the existing imported roadbase materials in original (or native) ground.

The area of potential effects (APE) for the Project is best illustrated in the enclosed Project APE Map. The APE for cultural resources will include the proposed footprint of all active project alternatives as well as the land transfer (see attached map). The APE for the roadway is approximately 3.5 miles long will be an average of 200 feet wide, with additional APE to include areas to the north and south of the roadway necessary for cuts/fills. This APE will accommodate any grading, cutting, or filling needed to install project components and blend improvements with the existing environment.

An intensive-level archaeological inventory was conducted for the entire APE in October 2017 during a previous phase of the project. This survey was completed by Transcon Environmental Inc. under UDSH project number U17TN0780 but was not previously submitted for consultation. Considering this recent survey additional identification efforts are not anticipated to complete the current project. The survey report will be submitted to the SHPO with the Determination of Eligibility document. A copy of the cultural resources inventory results report will be kept on file at the UDOT Region Four Headquarters as well as BRCA and will be available for your review upon request.

At your request, the FHWA and the UDOT staff will be available to meet with you to discuss any concerns you might have about the project. Should you have any questions or concerns about this project and/or wish to be a consulting party, feel free to contact me at 801-910-2035 or lizrobinson@utah.gov. We would also appreciate any suggestions you might have about other groups or individuals that we should contact regarding this project or ways that we may more effectively consult with your Tribe/Band.

To facilitate our consultation with you regarding this project, we would greatly appreciate a response to this letter within 30 days of receipt.

Thank you for your attention to this project notification and any comments you may have.

Sincerely,



Liz Robinson
Cultural Resources Program Manager
UDOT Central Environmental

Enclosures

cc: Mr. Clement Frost, Chairman



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

October 9, 2018

Ms. Elayne Cantsee
White Mesa Band of the Ute Mountain Ute Tribe
P.O. Box 434
White Mesa, UT 84511

RE: UDOT Project No. F-0012(43)15; SR-12 Emergency Stabilization Phase 2, Garfield County, Utah (PIN 15632).

Notification of Project and Invitation to be a Section 106 Consulting Party

Dear Ms. Cantsee,

The Utah Department of Transportation (UDOT) is preparing to undertake the subject project. The Utah Department of Transportation (UDOT) is preparing to undertake the subject federally-funded project, which includes lands within the Bryce Canyon National Park (BRCA). UDOT intends to prepare a state environmental assessment (SES) and conduct necessary environmental studies to evaluate potential transportation solutions for the proposed project. The UDOT and BRCA have agreed to be joint lead agencies in relation to the EA process under the National Environmental Policy Act, but as specified in Section 36 CFR 800.2(a)(2), have agreed that UDOT be designated the lead federal agency for compliance with 36CFR Part 800.

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To facilitate our consultation with you regarding this project, we would greatly appreciate a response to this letter within 30 days of receipt.

Thank you for your attention to this project notification and any comments you may have.

Sincerely,



Liz Robinson
Cultural Resources Program Manager
UDOT Central Environmental

Enclosures

cc:



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

October 9, 2018

Ms. Tami Slayton
Paiute Indian Tribe of Utah
440 North Paiute Drive
Cedar City, UT 84721

RE: UDOT Project No. F-0012(43)15; SR-12 Emergency Stabilization Phase 2, Garfield County, Utah (PIN 15632).

Notification of Project and Invitation to be a Section 106 Consulting Party

Dear Ms. Slayton,

The Utah Department of Transportation (UDOT) is preparing to undertake the subject project. The Utah Department of Transportation (UDOT) is preparing to undertake the subject federally-funded project, which includes lands within the Bryce Canyon National Park (BRCA). UDOT intends to prepare a state environmental assessment (SES) and conduct necessary environmental studies to evaluate potential transportation solutions for the proposed project. The UDOT and BRCA have agreed to be joint lead agencies in relation to the EA process under the National Environmental Policy Act, but as specified in Section 36 CFR 800.2(a)(2), have agreed that UDOT be designated the lead federal agency for compliance with 36CFR Part 800.

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To facilitate our consultation with you regarding this project, we would greatly appreciate a response to this letter within 30 days of receipt.

Thank you for your attention to this project notification and any comments you may have.

Sincerely,



Liz Robinson
Cultural Resources Program Manager
UDOT Central Environmental

Enclosures

cc: Ms. Dorena Martineau, Cultural Resources Manager



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

October 9, 2018

Ms. Dorena Martineau
Paiute Indian Tribe of Utah
440 North Paiute Drive
Cedar City, UT 84721

RE: UDOT Project No. F-0012(43)15; SR-12 Emergency Stabilization Phase 2, Garfield County, Utah (PIN 15632).

Notification of Project and Invitation to be a Section 106 Consulting Party

Dear Ms. Martineau,

The Utah Department of Transportation (UDOT) is preparing to undertake the subject project. The Utah Department of Transportation (UDOT) is preparing to undertake the subject federally-funded project, which includes lands within the Bryce Canyon National Park (BRCA). UDOT intends to prepare a state environmental assessment (SES) and conduct necessary environmental studies to evaluate potential transportation solutions for the proposed project. The UDOT and BRCA have agreed to be joint lead agencies in relation to the EA process under the National Environmental Policy Act, but as specified in Section 36 CFR 800.2(a)(2), have agreed that UDOT be designated the lead federal agency for compliance with 36CFR Part 800.

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In compliance with Section 106 of the National Historic Preservation Act, we request that you review the information in this letter and enclosed project information to determine if there are any historic properties of traditional religious and/or cultural importance that may be affected by the proposed undertaking. If you feel that there are any historic properties that may be impacted, we request your notification as such and your participation as a consulting party during the development of the environmental document. Please be assured that, in accordance with confidentiality and disclosure stipulations in Section 304 of the NHPA, the UDOT will maintain strict confidentiality about certain types of information regarding traditional religious and/or cultural places that may be affected by this proposed undertaking.

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To facilitate our consultation with you regarding this project, we would greatly appreciate a response to this letter within 30 days of receipt.

Thank you for your attention to this project notification and any comments you may have.

Sincerely,



Liz Robinson
Cultural Resources Program Manager
UDOT Central Environmental

Enclosures

cc: Ms. Tami Slayton, Chairwoman



THE PAIUTE INDIAN TRIBE OF UTAH

440 North Paiute Drive • Cedar City, Utah 84721 • (435) 586-1112 • Fax (435) 867-2659

November 14, 2018

Liz Robinson/Cultural Resource Program Manager
UDOT Central Environment

Ms. Robinson,

SUBJECT: UDOT Project No. F-0012(43)15; SR-12 Emergency Stabilization Phase 2, Garfield County, Utah (PIN 15632)

The Paiute Indian Tribe of Utah is in receipt of your letter dated October 9, 2018 and has reviewed the material and do not have any objections pertaining to the above name project. At this time we are not aware of cultural resource sites, practices, or locations of importance in the tribe's traditional religions or culture. As you are aware the tribe supports the identification and avoidance of prehistoric archaeological sites and traditional cultural properties.

The Paiute Indian Tribe of Utah sincerely appreciates your accomplishments and consideration you and your staff have made to consult with the tribes.

Thank You,

Dorena Martineau/ Cultural Resource Director
Paiute Indian Tribe of Utah
440 North Paiute Drive
Cedar City, Utah 84721
dmartineau@utahpaiutes.org
435-586-1112 ext. 107



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

October 9, 2018

Mr. Travis Parashonts
Cedar Band of Paiute Indians
600 North 100 East
Cedar City, UT 84721

RE: UDOT Project No. F-0012(43)15; SR-12 Emergency Stabilization Phase 2, Garfield County, Utah (PIN 15632).

Notification of Project and Invitation to be a Section 106 Consulting Party

Dear Mr. Parashonts,

The Utah Department of Transportation (UDOT) is preparing to undertake the subject project. The Utah Department of Transportation (UDOT) is preparing to undertake the subject federally-funded project, which includes lands within the Bryce Canyon National Park (BRCA). UDOT intends to prepare a state environmental assessment (SES) and conduct necessary environmental studies to evaluate potential transportation solutions for the proposed project. The UDOT and BRCA have agreed to be joint lead agencies in relation to the EA process under the National Environmental Policy Act, but as specified in Section 36 CFR 800.2(a)(2), have agreed that UDOT be designated the lead federal agency for compliance with 36CFR Part 800.

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To facilitate our consultation with you regarding this project, we would greatly appreciate a response to this letter within 30 days of receipt.

Thank you for your attention to this project notification and any comments you may have.

Sincerely,



Liz Robinson
Cultural Resources Program Manager
UDOT Central Environmental

Enclosures

cc: Ms. Vala Parashonts, Cultural Resources Representative



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

October 9, 2018

Ms. Vala Parashonts
Cedar Band of Paiute Indians
533 South 640 West
Cedar City, UT 84721

RE: UDOT Project No. F-0012(43)15; SR-12 Emergency Stabilization Phase 2, Garfield County, Utah (PIN 15632).

Notification of Project and Invitation to be a Section 106 Consulting Party

Dear Ms. Parashonts,

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Thank you for your attention to this project notification and any comments you may have.

Sincerely,



Liz Robinson
Cultural Resources Program Manager
UDOT Central Environmental

Enclosures

cc: Mr. Travis Parashonts, Chairman



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

October 9, 2018

Ms. Jeanine Borchardt
Indian Peaks Band of Paiute Indians
940 West 526 South
Cedar City, UT 84721

RE: UDOT Project No. F-0012(43)15; SR-12 Emergency Stabilization Phase 2, Garfield County, Utah (PIN 15632).

Notification of Project and Invitation to be a Section 106 Consulting Party

Dear Ms. Borchardt,

The Utah Department of Transportation (UDOT) is preparing to undertake the subject project. The Utah Department of Transportation (UDOT) is preparing to undertake the subject federally-funded project, which includes lands within the Bryce Canyon National Park (BRCA). UDOT intends to prepare a state environmental assessment (SES) and conduct necessary environmental studies to evaluate potential transportation solutions for the proposed project. The UDOT and BRCA have agreed to be joint lead agencies in relation to the EA process under the National Environmental Policy Act, but as specified in Section 36 CFR 800.2(a)(2), have agreed that UDOT be designated the lead federal agency for compliance with 36CFR Part 800.

In accordance with Parts 3.1.1 and 3.2 of the *Memorandum of Understanding Between the Federal Highway Administration and the Utah Department of Transportation Concerning State of Utah's Participation in the Surface Transportation Project Delivery Program Pursuant to 23 USC §327* (executed January 17, 2017), the UDOT assumes responsibility, assigned by the Federal Highway Administration (FHWA), for ensuring compliance with Section 106 of the NHPA and with Section 4(f) of the DOT Act of 1966, as amended. FHWA retains the responsibility for government-to-government consultation with Indian Tribes and this notification is sent on behalf of FHWA. Direct government-to-government consultation with FHWA is available upon request.

In compliance with Section 106 of the National Historic Preservation Act, we request that you review the information in this letter and enclosed project information to determine if there are any historic properties of traditional religious and/or cultural importance that may be affected by the proposed undertaking. If you feel that there are any historic properties that may be impacted, we request your notification as such and your participation as a consulting party during the development of the environmental document. Please be assured that, in accordance with confidentiality and disclosure stipulations in Section 304 of the NHPA, the UDOT will maintain strict confidentiality about certain types of information regarding traditional religious and/or cultural places that may be affected by this proposed undertaking.

The proposed project area extends along SR-12 within BRCA from MP 14.42 to 18.16, a distance of about 3.5 miles (see the enclosed study area map). This area experienced a significant landslide in 2017, and short-term repairs allowed resumption of normal operations on SR-12. Safety and transportation improvements are needed to address current and long-term safety and maintenance needs along the existing SR-12 highway. The improvements may include full-depth pavement reconstruction within the 2017 landslide area, roadway widening, the addition of bike and turn lanes, and a 23 CFR 710.601 Federal Land Transfer for the entire legal description of SR-12 within BRCA for highway easement deed purposes. To prioritize the safety items, this project may be constructed with a phased

approach. Some of the proposed construction work (e.g., additional road cuts) would include work below or beyond the existing imported roadbase materials in original (or native) ground.

The area of potential effects (APE) for the Project is best illustrated in the enclosed Project APE Map. The APE for cultural resources will include the proposed footprint of all active project alternatives as well as the land transfer (see attached map). The APE for the roadway is approximately 3.5 miles long will be an average of 200 feet wide, with additional APE to include areas to the north and south of the roadway necessary for cuts/fills. This APE will accommodate any grading, cutting, or filling needed to install project components and blend improvements with the existing environment.

An intensive-level archaeological inventory was conducted for the entire APE in October 2017 during a previous phase of the project. This survey was completed by Transcon Environmental Inc. under UDSH project number U17TN0780 but was not previously submitted for consultation. Considering this recent survey additional identification efforts are not anticipated to complete the current project. The survey report will be submitted to the SHPO with the Determination of Eligibility document. A copy of the cultural resources inventory results report will be kept on file at the UDOT Region Four Headquarters as well as BRCA and will be available for your review upon request.

At your request, the FHWA and the UDOT staff will be available to meet with you to discuss any concerns you might have about the project. Should you have any questions or concerns about this project and/or wish to be a consulting party, feel free to contact me at 801-910-2035 or lizrobinson@utah.gov. We would also appreciate any suggestions you might have about other groups or individuals that we should contact regarding this project or ways that we may more effectively consult with your Tribe/Band.

To facilitate our consultation with you regarding this project, we would greatly appreciate a response to this letter within 30 days of receipt.

Thank you for your attention to this project notification and any comments you may have.

Sincerely,



Liz Robinson
Cultural Resources Program Manager
UDOT Central Environmental

Enclosures

cc:



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

October 9, 2018

Ms. Corrina Bow
Kanosh Band of Paiute Indians
P.O. Box 116
Kanosh, UT 84637

RE: UDOT Project No. F-0012(43)15; SR-12 Emergency Stabilization Phase 2, Garfield County, Utah (PIN 15632).

Notification of Project and Invitation to be a Section 106 Consulting Party

Dear Ms. Bow,

The Utah Department of Transportation (UDOT) is preparing to undertake the subject project. The Utah Department of Transportation (UDOT) is preparing to undertake the subject federally-funded project, which includes lands within the Bryce Canyon National Park (BRCA). UDOT intends to prepare a state environmental assessment (SES) and conduct necessary environmental studies to evaluate potential transportation solutions for the proposed project. The UDOT and BRCA have agreed to be joint lead agencies in relation to the EA process under the National Environmental Policy Act, but as specified in Section 36 CFR 800.2(a)(2), have agreed that UDOT be designated the lead federal agency for compliance with 36CFR Part 800.

In accordance with Parts 3.1.1 and 3.2 of the *Memorandum of Understanding Between the Federal Highway Administration and the Utah Department of Transportation Concerning State of Utah's Participation in the Surface Transportation Project Delivery Program Pursuant to 23 USC §327* (executed January 17, 2017), the UDOT assumes responsibility, assigned by the Federal Highway Administration (FHWA), for ensuring compliance with Section 106 of the NHPA and with Section 4(f) of the DOT Act of 1966, as amended. FHWA retains the responsibility for government-to-government consultation with Indian Tribes and this notification is sent on behalf of FHWA. Direct government-to-government consultation with FHWA is available upon request.

In compliance with Section 106 of the National Historic Preservation Act, we request that you review the information in this letter and enclosed project information to determine if there are any historic properties of traditional religious and/or cultural importance that may be affected by the proposed undertaking. If you feel that there are any historic properties that may be impacted, we request your notification as such and your participation as a consulting party during the development of the environmental document. Please be assured that, in accordance with confidentiality and disclosure stipulations in Section 304 of the NHPA, the UDOT will maintain strict confidentiality about certain types of information regarding traditional religious and/or cultural places that may be affected by this proposed undertaking.

The proposed project area extends along SR-12 within BRCA from MP 14.42 to 18.16, a distance of about 3.5 miles (see the enclosed study area map). This area experienced a significant landslide in 2017, and short-term repairs allowed resumption of normal operations on SR-12. Safety and transportation improvements are needed to address current and long-term safety and maintenance needs along the existing SR-12 highway. The improvements may include full-depth pavement reconstruction within the 2017 landslide area, roadway widening, the addition of bike and turn lanes, and a 23 CFR 710.601 Federal Land Transfer for the entire legal description of SR-12 within BRCA for highway easement deed purposes. To prioritize the safety items, this project may be constructed with a phased

approach. Some of the proposed construction work (e.g., additional road cuts) would include work below or beyond the existing imported roadbase materials in original (or native) ground.

The area of potential effects (APE) for the Project is best illustrated in the enclosed Project APE Map. The APE for cultural resources will include the proposed footprint of all active project alternatives as well as the land transfer (see attached map). The APE for the roadway is approximately 3.5 miles long will be an average of 200 feet wide, with additional APE to include areas to the north and south of the roadway necessary for cuts/fills. This APE will accommodate any grading, cutting, or filling needed to install project components and blend improvements with the existing environment.

An intensive-level archaeological inventory was conducted for the entire APE in October 2017 during a previous phase of the project. This survey was completed by Transcon Environmental Inc. under UDSH project number U17TN0780 but was not previously submitted for consultation. Considering this recent survey additional identification efforts are not anticipated to complete the current project. The survey report will be submitted to the SHPO with the Determination of Eligibility document. A copy of the cultural resources inventory results report will be kept on file at the UDOT Region Four Headquarters as well as BRCA and will be available for your review upon request.

At your request, the FHWA and the UDOT staff will be available to meet with you to discuss any concerns you might have about the project. Should you have any questions or concerns about this project and/or wish to be a consulting party, feel free to contact me at 801-910-2035 or lizrobinson@utah.gov. We would also appreciate any suggestions you might have about other groups or individuals that we should contact regarding this project or ways that we may more effectively consult with your Tribe/Band.

To facilitate our consultation with you regarding this project, we would greatly appreciate a response to this letter within 30 days of receipt.

Thank you for your attention to this project notification and any comments you may have.

Sincerely,



Liz Robinson
Cultural Resources Program Manager
UDOT Central Environmental

Enclosures

cc:



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

October 9, 2018

Ms. LaTosha Mayo
Koosharem Band of Paiute Indians
P.O. Box 205
Richfield, UT 84701

RE: UDOT Project No. F-0012(43)15; SR-12 Emergency Stabilization Phase 2, Garfield County, Utah (PIN 15632).

Notification of Project and Invitation to be a Section 106 Consulting Party

Dear Ms. Mayo,

The Utah Department of Transportation (UDOT) is preparing to undertake the subject project. The Utah Department of Transportation (UDOT) is preparing to undertake the subject federally-funded project, which includes lands within the Bryce Canyon National Park (BRCA). UDOT intends to prepare a state environmental assessment (SES) and conduct necessary environmental studies to evaluate potential transportation solutions for the proposed project. The UDOT and BRCA have agreed to be joint lead agencies in relation to the EA process under the National Environmental Policy Act, but as specified in Section 36 CFR 800.2(a)(2), have agreed that UDOT be designated the lead federal agency for compliance with 36CFR Part 800.

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In compliance with Section 106 of the National Historic Preservation Act, we request that you review the information in this letter and enclosed project information to determine if there are any historic properties of traditional religious and/or cultural importance that may be affected by the proposed undertaking. If you feel that there are any historic properties that may be impacted, we request your notification as such and your participation as a consulting party during the development of the environmental document. Please be assured that, in accordance with confidentiality and disclosure stipulations in Section 304 of the NHPA, the UDOT will maintain strict confidentiality about certain types of information regarding traditional religious and/or cultural places that may be affected by this proposed undertaking.

The proposed project area extends along SR-12 within BRCA from MP 14.42 to 18.16, a distance of about 3.5 miles (see the enclosed study area map). This area experienced a significant landslide in 2017, and short-term repairs allowed resumption of normal operations on SR-12. Safety and transportation improvements are needed to address current and long-term safety and maintenance needs along the existing SR-12 highway. The improvements may include full-depth pavement reconstruction within the 2017 landslide area, roadway widening, the addition of bike and turn lanes, and a 23 CFR 710.601 Federal Land Transfer for the entire legal description of SR-12 within BRCA for highway easement deed purposes. To prioritize the safety items, this project may be constructed with a phased

approach. Some of the proposed construction work (e.g., additional road cuts) would include work below or beyond the existing imported roadbase materials in original (or native) ground.

The area of potential effects (APE) for the Project is best illustrated in the enclosed Project APE Map. The APE for cultural resources will include the proposed footprint of all active project alternatives as well as the land transfer (see attached map). The APE for the roadway is approximately 3.5 miles long will be an average of 200 feet wide, with additional APE to include areas to the north and south of the roadway necessary for cuts/fills. This APE will accommodate any grading, cutting, or filling needed to install project components and blend improvements with the existing environment.

An intensive-level archaeological inventory was conducted for the entire APE in October 2017 during a previous phase of the project. This survey was completed by Transcon Environmental Inc. under UDSH project number U17TN0780 but was not previously submitted for consultation. Considering this recent survey additional identification efforts are not anticipated to complete the current project. The survey report will be submitted to the SHPO with the Determination of Eligibility document. A copy of the cultural resources inventory results report will be kept on file at the UDOT Region Four Headquarters as well as BRCA and will be available for your review upon request.

At your request, the FHWA and the UDOT staff will be available to meet with you to discuss any concerns you might have about the project. Should you have any questions or concerns about this project and/or wish to be a consulting party, feel free to contact me at 801-910-2035 or lizrobinson@utah.gov. We would also appreciate any suggestions you might have about other groups or individuals that we should contact regarding this project or ways that we may more effectively consult with your Tribe/Band.

To facilitate our consultation with you regarding this project, we would greatly appreciate a response to this letter within 30 days of receipt.

Thank you for your attention to this project notification and any comments you may have.

Sincerely,



Liz Robinson
Cultural Resources Program Manager
UDOT Central Environmental

Enclosures

cc:



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

October 9, 2018

Mr. Patrick Charles
Shivwits Band of Paiute Indians
6060 West 3650 North
Ivins, UT 84738

RE: UDOT Project No. F-0012(43)15; SR-12 Emergency Stabilization Phase 2, Garfield County, Utah (PIN 15632).

Notification of Project and Invitation to be a Section 106 Consulting Party

Dear Mr. Charles,

The Utah Department of Transportation (UDOT) is preparing to undertake the subject project. The Utah Department of Transportation (UDOT) is preparing to undertake the subject federally-funded project, which includes lands within the Bryce Canyon National Park (BRCA). UDOT intends to prepare a state environmental assessment (SES) and conduct necessary environmental studies to evaluate potential transportation solutions for the proposed project. The UDOT and BRCA have agreed to be joint lead agencies in relation to the EA process under the National Environmental Policy Act, but as specified in Section 36 CFR 800.2(a)(2), have agreed that UDOT be designated the lead federal agency for compliance with 36CFR Part 800.

In accordance with Parts 3.1.1 and 3.2 of the *Memorandum of Understanding Between the Federal Highway Administration and the Utah Department of Transportation Concerning State of Utah's Participation in the Surface Transportation Project Delivery Program Pursuant to 23 USC §327* (executed January 17, 2017), the UDOT assumes responsibility, assigned by the Federal Highway Administration (FHWA), for ensuring compliance with Section 106 of the NHPA and with Section 4(f) of the DOT Act of 1966, as amended. FHWA retains the responsibility for government-to-government consultation with Indian Tribes and this notification is sent on behalf of FHWA. Direct government-to-government consultation with FHWA is available upon request.

In compliance with Section 106 of the National Historic Preservation Act, we request that you review the information in this letter and enclosed project information to determine if there are any historic properties of traditional religious and/or cultural importance that may be affected by the proposed undertaking. If you feel that there are any historic properties that may be impacted, we request your notification as such and your participation as a consulting party during the development of the environmental document. Please be assured that, in accordance with confidentiality and disclosure stipulations in Section 304 of the NHPA, the UDOT will maintain strict confidentiality about certain types of information regarding traditional religious and/or cultural places that may be affected by this proposed undertaking.

The proposed project area extends along SR-12 within BRCA from MP 14.42 to 18.16, a distance of about 3.5 miles (see the enclosed study area map). This area experienced a significant landslide in 2017, and short-term repairs allowed resumption of normal operations on SR-12. Safety and transportation improvements are needed to address current and long-term safety and maintenance needs along the existing SR-12 highway. The improvements may include full-depth pavement reconstruction within the 2017 landslide area, roadway widening, the addition of bike and turn lanes, and a 23 CFR 710.601 Federal Land Transfer for the entire legal description of SR-12 within BRCA for highway easement deed purposes. To prioritize the safety items, this project may be constructed with a phased

approach. Some of the proposed construction work (e.g., additional road cuts) would include work below or beyond the existing imported roadbase materials in original (or native) ground.

The area of potential effects (APE) for the Project is best illustrated in the enclosed Project APE Map. The APE for cultural resources will include the proposed footprint of all active project alternatives as well as the land transfer (see attached map). The APE for the roadway is approximately 3.5 miles long will be an average of 200 feet wide, with additional APE to include areas to the north and south of the roadway necessary for cuts/fills. This APE will accommodate any grading, cutting, or filling needed to install project components and blend improvements with the existing environment.

An intensive-level archaeological inventory was conducted for the entire APE in October 2017 during a previous phase of the project. This survey was completed by Transcon Environmental Inc. under UDSH project number U17TN0780 but was not previously submitted for consultation. Considering this recent survey additional identification efforts are not anticipated to complete the current project. The survey report will be submitted to the SHPO with the Determination of Eligibility document. A copy of the cultural resources inventory results report will be kept on file at the UDOT Region Four Headquarters as well as BRCA and will be available for your review upon request.

At your request, the FHWA and the UDOT staff will be available to meet with you to discuss any concerns you might have about the project. Should you have any questions or concerns about this project and/or wish to be a consulting party, feel free to contact me at 801-910-2035 or lizrobinson@utah.gov. We would also appreciate any suggestions you might have about other groups or individuals that we should contact regarding this project or ways that we may more effectively consult with your Tribe/Band.

To facilitate our consultation with you regarding this project, we would greatly appreciate a response to this letter within 30 days of receipt.

Thank you for your attention to this project notification and any comments you may have.

Sincerely,



Liz Robinson
Cultural Resources Program Manager
UDOT Central Environmental

Enclosures

cc: Ms. Sabrina Redfoot, Cultural Resource Director



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

October 9, 2018

Ms. Sabrina Redfoot
Shivwits Band of Paiute Indians
6060 West 3650 North
Ivins, UT 84738

RE: UDOT Project No. F-0012(43)15; SR-12 Emergency Stabilization Phase 2, Garfield County, Utah (PIN 15632).

Notification of Project and Invitation to be a Section 106 Consulting Party

Dear Ms. Redfoot,

The Utah Department of Transportation (UDOT) is preparing to undertake the subject project. The Utah Department of Transportation (UDOT) is preparing to undertake the subject federally-funded project, which includes lands within the Bryce Canyon National Park (BRCA). UDOT intends to prepare a state environmental assessment (SES) and conduct necessary environmental studies to evaluate potential transportation solutions for the proposed project. The UDOT and BRCA have agreed to be joint lead agencies in relation to the EA process under the National Environmental Policy Act, but as specified in Section 36 CFR 800.2(a)(2), have agreed that UDOT be designated the lead federal agency for compliance with 36CFR Part 800.

In accordance with Parts 3.1.1 and 3.2 of the *Memorandum of Understanding Between the Federal Highway Administration and the Utah Department of Transportation Concerning State of Utah's Participation in the Surface Transportation Project Delivery Program Pursuant to 23 USC §327* (executed January 17, 2017), the UDOT assumes responsibility, assigned by the Federal Highway Administration (FHWA), for ensuring compliance with Section 106 of the NHPA and with Section 4(f) of the DOT Act of 1966, as amended. FHWA retains the responsibility for government-to-government consultation with Indian Tribes and this notification is sent on behalf of FHWA. Direct government-to-government consultation with FHWA is available upon request.

In compliance with Section 106 of the National Historic Preservation Act, we request that you review the information in this letter and enclosed project information to determine if there are any historic properties of traditional religious and/or cultural importance that may be affected by the proposed undertaking. If you feel that there are any historic properties that may be impacted, we request your notification as such and your participation as a consulting party during the development of the environmental document. Please be assured that, in accordance with confidentiality and disclosure stipulations in Section 304 of the NHPA, the UDOT will maintain strict confidentiality about certain types of information regarding traditional religious and/or cultural places that may be affected by this proposed undertaking.

The proposed project area extends along SR-12 within BRCA from MP 14.42 to 18.16, a distance of about 3.5 miles (see the enclosed study area map). This area experienced a significant landslide in 2017, and short-term repairs allowed resumption of normal operations on SR-12. Safety and transportation improvements are needed to address current and long-term safety and maintenance needs along the existing SR-12 highway. The improvements may include full-depth pavement reconstruction within the 2017 landslide area, roadway widening, the addition of bike and turn lanes, and a 23 CFR 710.601 Federal Land Transfer for the entire legal description of SR-12 within BRCA for highway easement deed purposes. To prioritize the safety items, this project may be constructed with a phased

approach. Some of the proposed construction work (e.g., additional road cuts) would include work below or beyond the existing imported roadbase materials in original (or native) ground.

The area of potential effects (APE) for the Project is best illustrated in the enclosed Project APE Map. The APE for cultural resources will include the proposed footprint of all active project alternatives as well as the land transfer (see attached map). The APE for the roadway is approximately 3.5 miles long will be an average of 200 feet wide, with additional APE to include areas to the north and south of the roadway necessary for cuts/fills. This APE will accommodate any grading, cutting, or filling needed to install project components and blend improvements with the existing environment.

An intensive-level archaeological inventory was conducted for the entire APE in October 2017 during a previous phase of the project. This survey was completed by Transcon Environmental Inc. under UDSH project number U17TN0780 but was not previously submitted for consultation. Considering this recent survey additional identification efforts are not anticipated to complete the current project. The survey report will be submitted to the SHPO with the Determination of Eligibility document. A copy of the cultural resources inventory results report will be kept on file at the UDOT Region Four Headquarters as well as BRCA and will be available for your review upon request.

At your request, the FHWA and the UDOT staff will be available to meet with you to discuss any concerns you might have about the project. Should you have any questions or concerns about this project and/or wish to be a consulting party, feel free to contact me at 801-910-2035 or lizrobinson@utah.gov. We would also appreciate any suggestions you might have about other groups or individuals that we should contact regarding this project or ways that we may more effectively consult with your Tribe/Band.

To facilitate our consultation with you regarding this project, we would greatly appreciate a response to this letter within 30 days of receipt.

Thank you for your attention to this project notification and any comments you may have.

Sincerely,



Liz Robinson
Cultural Resources Program Manager
UDOT Central Environmental

Enclosures

cc: Mr. Partrick Charles, Chairman



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

October 9, 2018

Ms. Carlene Yellowhair
San Juan Southern Paiute Indian Tribe
P.O. Box 2950
Tuba City, AZ 86045

RE: UDOT Project No. F-0012(43)15; SR-12 Emergency Stabilization Phase 2, Garfield County, Utah (PIN 15632).

Notification of Project and Invitation to be a Section 106 Consulting Party

Dear Ms. Yellowhair,

The Utah Department of Transportation (UDOT) is preparing to undertake the subject project. The Utah Department of Transportation (UDOT) is preparing to undertake the subject federally-funded project, which includes lands within the Bryce Canyon National Park (BRCA). UDOT intends to prepare a state environmental assessment (SES) and conduct necessary environmental studies to evaluate potential transportation solutions for the proposed project. The UDOT and BRCA have agreed to be joint lead agencies in relation to the EA process under the National Environmental Policy Act, but as specified in Section 36 CFR 800.2(a)(2), have agreed that UDOT be designated the lead federal agency for compliance with 36CFR Part 800.

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In compliance with Section 106 of the National Historic Preservation Act, we request that you review the information in this letter and enclosed project information to determine if there are any historic properties of traditional religious and/or cultural importance that may be affected by the proposed undertaking. If you feel that there are any historic properties that may be impacted, we request your notification as such and your participation as a consulting party during the development of the environmental document. Please be assured that, in accordance with confidentiality and disclosure stipulations in Section 304 of the NHPA, the UDOT will maintain strict confidentiality about certain types of information regarding traditional religious and/or cultural places that may be affected by this proposed undertaking.

The proposed project area extends along SR-12 within BRCA from MP 14.42 to 18.16, a distance of about 3.5 miles (see the enclosed study area map). This area experienced a significant landslide in 2017, and short-term repairs allowed resumption of normal operations on SR-12. Safety and transportation improvements are needed to address current and long-term safety and maintenance needs along the existing SR-12 highway. The improvements may include full-depth pavement reconstruction within the 2017 landslide area, roadway widening, the addition of bike and turn lanes, and a 23 CFR 710.601 Federal Land Transfer for the entire legal description of SR-12 within BRCA for highway easement deed purposes. To prioritize the safety items, this project may be constructed with a phased

approach. Some of the proposed construction work (e.g., additional road cuts) would include work below or beyond the existing imported roadbase materials in original (or native) ground.

The area of potential effects (APE) for the Project is best illustrated in the enclosed Project APE Map. The APE for cultural resources will include the proposed footprint of all active project alternatives as well as the land transfer (see attached map). The APE for the roadway is approximately 3.5 miles long will be an average of 200 feet wide, with additional APE to include areas to the north and south of the roadway necessary for cuts/fills. This APE will accommodate any grading, cutting, or filling needed to install project components and blend improvements with the existing environment.

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To facilitate our consultation with you regarding this project, we would greatly appreciate a response to this letter within 30 days of receipt.

Thank you for your attention to this project notification and any comments you may have.

Sincerely,



Liz Robinson
Cultural Resources Program Manager
UDOT Central Environmental

Enclosures

cc:



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

October 9, 2018

Mr. Russell Begaye
Navajo Nation
P.O. Box 7440 / 2000 Tribal Hill Drive
Window Rock, AZ 86515

RE: UDOT Project No. F-0012(43)15; SR-12 Emergency Stabilization Phase 2, Garfield County, Utah (PIN 15632).

Notification of Project and Invitation to be a Section 106 Consulting Party

Dear Mr. Begaye,

The Utah Department of Transportation (UDOT) is preparing to undertake the subject project. The Utah Department of Transportation (UDOT) is preparing to undertake the subject federally-funded project, which includes lands within the Bryce Canyon National Park (BRCA). UDOT intends to prepare a state environmental assessment (SES) and conduct necessary environmental studies to evaluate potential transportation solutions for the proposed project. The UDOT and BRCA have agreed to be joint lead agencies in relation to the EA process under the National Environmental Policy Act, but as specified in Section 36 CFR 800.2(a)(2), have agreed that UDOT be designated the lead federal agency for compliance with 36CFR Part 800.

In accordance with Parts 3.1.1 and 3.2 of the *Memorandum of Understanding Between the Federal Highway Administration and the Utah Department of Transportation Concerning State of Utah's Participation in the Surface Transportation Project Delivery Program Pursuant to 23 USC §327* (executed January 17, 2017), the UDOT assumes responsibility, assigned by the Federal Highway Administration (FHWA), for ensuring compliance with Section 106 of the NHPA and with Section 4(f) of the DOT Act of 1966, as amended. FHWA retains the responsibility for government-to-government consultation with Indian Tribes and this notification is sent on behalf of FHWA. Direct government-to-government consultation with FHWA is available upon request.

In compliance with Section 106 of the National Historic Preservation Act, we request that you review the information in this letter and enclosed project information to determine if there are any historic properties of traditional religious and/or cultural importance that may be affected by the proposed undertaking. If you feel that there are any historic properties that may be impacted, we request your notification as such and your participation as a consulting party during the development of the environmental document. Please be assured that, in accordance with confidentiality and disclosure stipulations in Section 304 of the NHPA, the UDOT will maintain strict confidentiality about certain types of information regarding traditional religious and/or cultural places that may be affected by this proposed undertaking.

The proposed project area extends along SR-12 within BRCA from MP 14.42 to 18.16, a distance of about 3.5 miles (see the enclosed study area map). This area experienced a significant landslide in 2017, and short-term repairs allowed resumption of normal operations on SR-12. Safety and transportation improvements are needed to address current and long-term safety and maintenance needs along the existing SR-12 highway. The improvements may include full-depth pavement reconstruction within the 2017 landslide area, roadway widening, the addition of bike and turn lanes, and a 23 CFR 710.601 Federal Land Transfer for the entire legal description of SR-12 within BRCA for highway easement deed purposes. To prioritize the safety items, this project may be constructed with a phased

approach. Some of the proposed construction work (e.g., additional road cuts) would include work below or beyond the existing imported roadbase materials in original (or native) ground.

The area of potential effects (APE) for the Project is best illustrated in the enclosed Project APE Map. The APE for cultural resources will include the proposed footprint of all active project alternatives as well as the land transfer (see attached map). The APE for the roadway is approximately 3.5 miles long will be an average of 200 feet wide, with additional APE to include areas to the north and south of the roadway necessary for cuts/fills. This APE will accommodate any grading, cutting, or filling needed to install project components and blend improvements with the existing environment.

An intensive-level archaeological inventory was conducted for the entire APE in October 2017 during a previous phase of the project. This survey was completed by Transcon Environmental Inc. under UDSH project number U17TN0780 but was not previously submitted for consultation. Considering this recent survey additional identification efforts are not anticipated to complete the current project. The survey report will be submitted to the SHPO with the Determination of Eligibility document. A copy of the cultural resources inventory results report will be kept on file at the UDOT Region Four Headquarters as well as BRCA and will be available for your review upon request.

At your request, the FHWA and the UDOT staff will be available to meet with you to discuss any concerns you might have about the project. Should you have any questions or concerns about this project and/or wish to be a consulting party, feel free to contact me at 801-910-2035 or lizrobinson@utah.gov. We would also appreciate any suggestions you might have about other groups or individuals that we should contact regarding this project or ways that we may more effectively consult with your Tribe/Band.

To facilitate our consultation with you regarding this project, we would greatly appreciate a response to this letter within 30 days of receipt.

Thank you for your attention to this project notification and any comments you may have.

Sincerely,



Liz Robinson
Cultural Resources Program Manager
UDOT Central Environmental

Enclosures

cc: Mr. Jonathan Nez, Vice-President
Ms. Ora Marek-Martinez, Historical Preservation Department Manager/THPO
Ms. Tamara Billie, Cultural Resources Compliance Section
Mr. Tim Begaye, Traditional Culture Program



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

October 9, 2018

Mr. Jonathan Nez
Navajo Nation
P.O. Box 7440 / 2000 Tribal Hill Drive
Window Rock, AZ 86515

RE: UDOT Project No. F-0012(43)15; SR-12 Emergency Stabilization Phase 2, Garfield County, Utah (PIN 15632).

Notification of Project and Invitation to be a Section 106 Consulting Party

Dear Mr. Nez,

The Utah Department of Transportation (UDOT) is preparing to undertake the subject project. The Utah Department of Transportation (UDOT) is preparing to undertake the subject federally-funded project, which includes lands within the Bryce Canyon National Park (BRCA). UDOT intends to prepare a state environmental assessment (SES) and conduct necessary environmental studies to evaluate potential transportation solutions for the proposed project. The UDOT and BRCA have agreed to be joint lead agencies in relation to the EA process under the National Environmental Policy Act, but as specified in Section 36 CFR 800.2(a)(2), have agreed that UDOT be designated the lead federal agency for compliance with 36CFR Part 800.

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approach. Some of the proposed construction work (e.g., additional road cuts) would include work below or beyond the existing imported roadbase materials in original (or native) ground.

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An intensive-level archaeological inventory was conducted for the entire APE in October 2017 during a previous phase of the project. This survey was completed by Transcon Environmental Inc. under UDSH project number U17TN0780 but was not previously submitted for consultation. Considering this recent survey additional identification efforts are not anticipated to complete the current project. The survey report will be submitted to the SHPO with the Determination of Eligibility document. A copy of the cultural resources inventory results report will be kept on file at the UDOT Region Four Headquarters as well as BRCA and will be available for your review upon request.

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To facilitate our consultation with you regarding this project, we would greatly appreciate a response to this letter within 30 days of receipt.

Thank you for your attention to this project notification and any comments you may have.

Sincerely,



Liz Robinson
Cultural Resources Program Manager
UDOT Central Environmental

Enclosures

cc: Mr. Russell Begaye, President
Ms. Ora Marek-Martinez, Historical Preservation Department Manager/THPO
Ms. Tamara Billie, Cultural Resources Compliance Section
Mr. Tim Begaye, Traditional Culture Program



State of Utah

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Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

October 9, 2018

Ms. Ora Marek-Martinez
Navajo Nation
P.O. Box 4950
Window Rock, AZ 86515

RE: UDOT Project No. F-0012(43)15; SR-12 Emergency Stabilization Phase 2, Garfield County, Utah (PIN 15632).

Notification of Project and Invitation to be a Section 106 Consulting Party

Dear Ms. Marek-Martinez,

The Utah Department of Transportation (UDOT) is preparing to undertake the subject project. The Utah Department of Transportation (UDOT) is preparing to undertake the subject federally-funded project, which includes lands within the Bryce Canyon National Park (BRCA). UDOT intends to prepare a state environmental assessment (SES) and conduct necessary environmental studies to evaluate potential transportation solutions for the proposed project. The UDOT and BRCA have agreed to be joint lead agencies in relation to the EA process under the National Environmental Policy Act, but as specified in Section 36 CFR 800.2(a)(2), have agreed that UDOT be designated the lead federal agency for compliance with 36CFR Part 800.

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approach. Some of the proposed construction work (e.g., additional road cuts) would include work below or beyond the existing imported roadbase materials in original (or native) ground.

The area of potential effects (APE) for the Project is best illustrated in the enclosed Project APE Map. The APE for cultural resources will include the proposed footprint of all active project alternatives as well as the land transfer (see attached map). The APE for the roadway is approximately 3.5 miles long will be an average of 200 feet wide, with additional APE to include areas to the north and south of the roadway necessary for cuts/fills. This APE will accommodate any grading, cutting, or filling needed to install project components and blend improvements with the existing environment.

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To facilitate our consultation with you regarding this project, we would greatly appreciate a response to this letter within 30 days of receipt.

Thank you for your attention to this project notification and any comments you may have.

Sincerely,



Liz Robinson
Cultural Resources Program Manager
UDOT Central Environmental

Enclosures

cc: Mr. Russell Begaye, President
Mr. Jonathan Nez, Vice-President
Ms. Tamara Billie, Cultural Resources Compliance Section
Mr. Tim Begaye, Traditional Culture Program



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Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

October 9, 2018

Ms. Tamara Billie
Navajo Nation
P.O. Box 4950
Window Rock, AZ 86515

RE: UDOT Project No. F-0012(43)15; SR-12 Emergency Stabilization Phase 2, Garfield County, Utah (PIN 15632).

Notification of Project and Invitation to be a Section 106 Consulting Party

Dear Ms. Billie,

The Utah Department of Transportation (UDOT) is preparing to undertake the subject project. The Utah Department of Transportation (UDOT) is preparing to undertake the subject federally-funded project, which includes lands within the Bryce Canyon National Park (BRCA). UDOT intends to prepare a state environmental assessment (SES) and conduct necessary environmental studies to evaluate potential transportation solutions for the proposed project. The UDOT and BRCA have agreed to be joint lead agencies in relation to the EA process under the National Environmental Policy Act, but as specified in Section 36 CFR 800.2(a)(2), have agreed that UDOT be designated the lead federal agency for compliance with 36CFR Part 800.

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To facilitate our consultation with you regarding this project, we would greatly appreciate a response to this letter within 30 days of receipt.

Thank you for your attention to this project notification and any comments you may have.

Sincerely,



Liz Robinson
Cultural Resources Program Manager
UDOT Central Environmental

Enclosures

cc: Mr. Russell Begaye, President
Mr. Jonathan Nez, Vice-President
Ms. Ora Marek-Martinez, Historical Preservation Department Manager/THPO
Mr. Tim Begaye, Traditional Culture Program



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Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

October 9, 2018

Mr. Tim Begaye
Navajo Nation
P.O. Box 4950
Window Rock, AZ 86515

RE: UDOT Project No. F-0012(43)15; SR-12 Emergency Stabilization Phase 2, Garfield County, Utah (PIN 15632).

Notification of Project and Invitation to be a Section 106 Consulting Party

Dear Mr. Begaye,

The Utah Department of Transportation (UDOT) is preparing to undertake the subject project. The Utah Department of Transportation (UDOT) is preparing to undertake the subject federally-funded project, which includes lands within the Bryce Canyon National Park (BRCA). UDOT intends to prepare a state environmental assessment (SES) and conduct necessary environmental studies to evaluate potential transportation solutions for the proposed project. The UDOT and BRCA have agreed to be joint lead agencies in relation to the EA process under the National Environmental Policy Act, but as specified in Section 36 CFR 800.2(a)(2), have agreed that UDOT be designated the lead federal agency for compliance with 36CFR Part 800.

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Thank you for your attention to this project notification and any comments you may have.

Sincerely,



Liz Robinson
Cultural Resources Program Manager
UDOT Central Environmental

Enclosures

cc: Mr. Russell Begaye, President
Mr. Jonathan Nez, Vice-President
Ms. Ora Marek-Martinez, Historical Preservation Department Manager/THPO
Ms. Tamara Billie, Cultural Resources Compliance Section



Liz Robinson <lizrobinson@utah.gov>

UDOT Project No. F-0012 (43) 15;SR-12 Emergency Stabilization Phase 2

1 message

Timothy Begay <tbegay@navajo-nsn.gov>
To: "lizrobinson@utah.gov" <lizrobinson@utah.gov>

Tue, Nov 13, 2018 at 11:26 AM

Dear Ms. Robinson:

The Navajo Nation Heritage and Historic Preservation Department has reviewed your letter dated October 15, 2018 regarding Utah Department of transportation proposed project area to extends along SR-12 within Bryce Canyon Nation Park from MP 14.42 to 18. 16, include full-depth pavement recostruction within the 2017 lands slide area, in Garfield County, Ut.

The Navajo Nation has no concerns with the project and no further consultation is need with the Navajo Nation. Thank you for consulting the Navajo Naton.

Timothy C. Begay, Navajo Cultural Specialist
NN Heritage & Historic Preservation Dep't
PO Box 4950
Window Rock, AZ 86515
Office: 928-871-7152



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

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Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

October 9, 2018

Mr. Herman G. Honanie
Hopi Tribe
P.O. Box 123
Kykotsmovi, AZ 86039

RE: UDOT Project No. F-0012(43)15; SR-12 Emergency Stabilization Phase 2, Garfield County, Utah (PIN 15632).

Notification of Project and Invitation to be a Section 106 Consulting Party

Dear Mr. Honanie,

The Utah Department of Transportation (UDOT) is preparing to undertake the subject project. The Utah Department of Transportation (UDOT) is preparing to undertake the subject federally-funded project, which includes lands within the Bryce Canyon National Park (BRCA). UDOT intends to prepare a state environmental assessment (SES) and conduct necessary environmental studies to evaluate potential transportation solutions for the proposed project. The UDOT and BRCA have agreed to be joint lead agencies in relation to the EA process under the National Environmental Policy Act, but as specified in Section 36 CFR 800.2(a)(2), have agreed that UDOT be designated the lead federal agency for compliance with 36CFR Part 800.

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Thank you for your attention to this project notification and any comments you may have.

Sincerely,



Liz Robinson
Cultural Resources Program Manager
UDOT Central Environmental

Enclosures

cc: Mr. Leigh Kuwanwisiwma, Director, Cultural Preservation Office



State of Utah

GARY R. HERBERT
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SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

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Deputy Director of Planning and Investment

October 9, 2018

Mr. Leigh Kuwanwisiwma
Hopi Tribe
P.O. Box 123
Kykotsmovi, AZ 86039

RE: UDOT Project No. F-0012(43)15; SR-12 Emergency Stabilization Phase 2, Garfield County, Utah (PIN 15632).

Notification of Project and Invitation to be a Section 106 Consulting Party

Dear Mr. Kuwanwisiwma,

The Utah Department of Transportation (UDOT) is preparing to undertake the subject project. The Utah Department of Transportation (UDOT) is preparing to undertake the subject federally-funded project, which includes lands within the Bryce Canyon National Park (BRCA). UDOT intends to prepare a state environmental assessment (SES) and conduct necessary environmental studies to evaluate potential transportation solutions for the proposed project. The UDOT and BRCA have agreed to be joint lead agencies in relation to the EA process under the National Environmental Policy Act, but as specified in Section 36 CFR 800.2(a)(2), have agreed that UDOT be designated the lead federal agency for compliance with 36CFR Part 800.

In accordance with Parts 3.1.1 and 3.2 of the *Memorandum of Understanding Between the Federal Highway Administration and the Utah Department of Transportation Concerning State of Utah's Participation in the Surface Transportation Project Delivery Program Pursuant to 23 USC §327* (executed January 17, 2017), the UDOT assumes responsibility, assigned by the Federal Highway Administration (FHWA), for ensuring compliance with Section 106 of the NHPA and with Section 4(f) of the DOT Act of 1966, as amended. FHWA retains the responsibility for government-to-government consultation with Indian Tribes and this notification is sent on behalf of FHWA. Direct government-to-government consultation with FHWA is available upon request.

In compliance with Section 106 of the National Historic Preservation Act, we request that you review the information in this letter and enclosed project information to determine if there are any historic properties of traditional religious and/or cultural importance that may be affected by the proposed undertaking. If you feel that there are any historic properties that may be impacted, we request your notification as such and your participation as a consulting party during the development of the environmental document. Please be assured that, in accordance with confidentiality and disclosure stipulations in Section 304 of the NHPA, the UDOT will maintain strict confidentiality about certain types of information regarding traditional religious and/or cultural places that may be affected by this proposed undertaking.

The proposed project area extends along SR-12 within BRCA from MP 14.42 to 18.16, a distance of about 3.5 miles (see the enclosed study area map). This area experienced a significant landslide in 2017, and short-term repairs allowed resumption of normal operations on SR-12. Safety and transportation improvements are needed to address current and long-term safety and maintenance needs along the existing SR-12 highway. The improvements may include full-depth pavement reconstruction within the 2017 landslide area, roadway widening, the addition of bike and turn lanes, and a 23 CFR 710.601 Federal Land Transfer for the entire legal description of SR-12 within BRCA for highway easement deed purposes. To prioritize the safety items, this project may be constructed with a phased

approach. Some of the proposed construction work (e.g., additional road cuts) would include work below or beyond the existing imported roadbase materials in original (or native) ground.

The area of potential effects (APE) for the Project is best illustrated in the enclosed Project APE Map. The APE for cultural resources will include the proposed footprint of all active project alternatives as well as the land transfer (see attached map). The APE for the roadway is approximately 3.5 miles long will be an average of 200 feet wide, with additional APE to include areas to the north and south of the roadway necessary for cuts/fills. This APE will accommodate any grading, cutting, or filling needed to install project components and blend improvements with the existing environment.

An intensive-level archaeological inventory was conducted for the entire APE in October 2017 during a previous phase of the project. This survey was completed by Transcon Environmental Inc. under UDSH project number U17TN0780 but was not previously submitted for consultation. Considering this recent survey additional identification efforts are not anticipated to complete the current project. The survey report will be submitted to the SHPO with the Determination of Eligibility document. A copy of the cultural resources inventory results report will be kept on file at the UDOT Region Four Headquarters as well as BRCA and will be available for your review upon request.

At your request, the FHWA and the UDOT staff will be available to meet with you to discuss any concerns you might have about the project. Should you have any questions or concerns about this project and/or wish to be a consulting party, feel free to contact me at 801-910-2035 or lizrobinson@utah.gov. We would also appreciate any suggestions you might have about other groups or individuals that we should contact regarding this project or ways that we may more effectively consult with your Tribe/Band.

To facilitate our consultation with you regarding this project, we would greatly appreciate a response to this letter within 30 days of receipt.

Thank you for your attention to this project notification and any comments you may have.

Sincerely,



Liz Robinson
Cultural Resources Program Manager
UDOT Central Environmental

Enclosures

cc: Mr. Herman Honanie, Chairman



Timothy L. Nuvangyaoma
CHAIRMAN

Clark W. Tenakhongva
VICE-CHAIRMAN

October 18, 2018

Liz Robinson, Cultural Resources Program Manager
Utah Department of Transportation
4501 South 2700 West
P.O. Box 148450
Salt Lake City, Utah 84114

Re: SR-12 Emergency Stabilization Phase 2, Garfield County

Dear Ms. Robinson,

Thank you for your correspondence dated October 9, 2018, on behalf of the Federal Highway Administration, regarding the Utah Department of Transportation and National Park Service undertaking SR-12 Emergency Stabilization Phase 2 in Garfield County and Bryce Canyon National Park.

The Hopi Tribe claims cultural affiliation to earlier identifiable cultural groups in Utah. The Hopi Cultural Preservation Office supports the identification and avoidance of our ancestral sites, and we consider the prehistoric archaeological sites of our ancestors to be Traditional Cultural Properties. Therefore, we appreciate the Utah Department of Transportation's (UDOT) continuing solicitation of our input and your efforts to address our concerns.

The Hopi Cultural Preservation Office understands an archaeological survey of the project area has been conducted and a Determination of Eligibility will be prepared. Therefore, to enable us to determine if this undertaking may affect cultural resources significant to the Hopi Tribe, please provide us with copies of the survey report and Determination of Eligibility for review and comment.

For your information and future correspondences, Timothy L. Nuvangyaoma is now Chairman of the Hopi Tribe. If you have any questions or need additional information, please contact Terry Morgart at the Hopi Cultural Preservation Office at 928-734-3619 or tmorgart@hopi.nsn.us. Thank you for your consideration.

Respectfully,

A handwritten signature in black ink, which appears to read "Stewart B. Koyiyumtewa". The signature is fluid and cursive.

Stewart B. Koyiyumtewa, Program Manager
Hopi Cultural Preservation Office

xc: Utah State Historic Preservation Office



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

October 9, 2018

Mr. Charles F. Wood, Chairman
Chemehuevi Indian Tribe
P.O. Box 1976
Havas Lake, CA 92363

RE: UDOT Project No. F-0012(43)15; SR-12 Emergency Stabilization Phase 2, Garfield County, Utah (PIN 15632).

Notification of Project and Invitation to be a Section 106 Consulting Party

Dear Mr. Wood,

The Utah Department of Transportation (UDOT) is preparing to undertake the subject project. The Utah Department of Transportation (UDOT) is preparing to undertake the subject federally-funded project, which includes lands within the Bryce Canyon National Park (BRCA). UDOT intends to prepare a state environmental assessment (SES) and conduct necessary environmental studies to evaluate potential transportation solutions for the proposed project. The UDOT and BRCA have agreed to be joint lead agencies in relation to the EA process under the National Environmental Policy Act, but as specified in Section 36 CFR 800.2(a)(2), have agreed that UDOT be designated the lead federal agency for compliance with 36CFR Part 800.

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The proposed project area extends along SR-12 within BRCA from MP 14.42 to 18.16, a distance of about 3.5 miles (see the enclosed study area map). This area experienced a significant landslide in 2017, and short-term repairs allowed resumption of normal operations on SR-12. Safety and transportation improvements are needed to address current and long-term safety and maintenance needs along the existing SR-12 highway. The improvements may include full-depth pavement reconstruction within the 2017 landslide area, roadway widening, the addition of bike and turn lanes, and a 23 CFR 710.601 Federal Land Transfer for the entire legal description of SR-12 within BRCA

for highway easement deed purposes. To prioritize the safety items, this project may be constructed with a phased approach. Some of the proposed construction work (e.g., additional road cuts) would include work below or beyond the existing imported roadbase materials in original (or native) ground.

The area of potential effects (APE) for the Project is best illustrated in the enclosed Project APE Map. The APE for cultural resources will include the proposed footprint of all active project alternatives as well as the land transfer (see attached map). The APE for the roadway is approximately 3.5 miles long will be an average of 200 feet wide, with additional APE to include areas to the north and south of the roadway necessary for cuts/fills. This APE will accommodate any grading, cutting, or filling needed to install project components and blend improvements with the existing environment.

An intensive-level archaeological inventory was conducted for the entire APE in October 2017 during a previous phase of the project. This survey was completed by Transcon Environmental Inc. under UDSH project number U17TN0780 but was not previously submitted for consultation. Considering this recent survey additional identification efforts are not anticipated to complete the current project. The survey report will be submitted to the SHPO with the Determination of Eligibility document. A copy of the cultural resources inventory results report will be kept on file at the UDOT Region Four Headquarters as well as BRCA and will be available for your review upon request.

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To facilitate our consultation with you regarding this project, we would greatly appreciate a response to this letter within 30 days of receipt.

Thank you for your attention to this project notification and any comments you may have.

Sincerely,



Liz Robinson
Cultural Resources Program Manager
UDOT Central Environmental

Enclosures



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

October 9, 2018

Mr. Charley Buckets, Chairman
Kaibab Band of Paiute Indians
1 North Pipe Spring Road
Fredonia, AZ 86022

RE: UDOT Project No. F-0012(43)15; SR-12 Emergency Stabilization Phase 2, Garfield County, Utah (PIN 15632).

Notification of Project and Invitation to be a Section 106 Consulting Party

Dear Mr. Buckets,

The Utah Department of Transportation (UDOT) is preparing to undertake the subject project. The Utah Department of Transportation (UDOT) is preparing to undertake the subject federally-funded project, which includes lands within the Bryce Canyon National Park (BRCA). UDOT intends to prepare a state environmental assessment (SES) and conduct necessary environmental studies to evaluate potential transportation solutions for the proposed project. The UDOT and BRCA have agreed to be joint lead agencies in relation to the EA process under the National Environmental Policy Act, but as specified in Section 36 CFR 800.2(a)(2), have agreed that UDOT be designated the lead federal agency for compliance with 36CFR Part 800.

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The proposed project area extends along SR-12 within BRCA from MP 14.42 to 18.16, a distance of about 3.5 miles (see the enclosed study area map). This area experienced a significant landslide in 2017, and short-term repairs allowed resumption of normal operations on SR-12. Safety and transportation improvements are needed to address current and long-term safety and maintenance needs along the existing SR-12 highway. The improvements may include full-depth pavement reconstruction within the 2017 landslide area, roadway widening, the addition of bike and turn lanes, and a 23 CFR 710.601 Federal Land Transfer for the entire legal description of SR-12 within BRCA for highway easement deed purposes. To prioritize the safety items, this project may be constructed with a phased

approach. Some of the proposed construction work (e.g., additional road cuts) would include work below or beyond the existing imported roadbase materials in original (or native) ground.

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To facilitate our consultation with you regarding this project, we would greatly appreciate a response to this letter within 30 days of receipt.

Thank you for your attention to this project notification and any comments you may have.

Sincerely,



Liz Robinson
Cultural Resources Program Manager
UDOT Central Environmental

Enclosures



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

October 9, 2018

Mr. Benny Tso, Chairperson
Las Vegas Tribe of Paiute Indians
1 Paiute Drive
Las Vegas, NV 89106

RE: UDOT Project No. F-0012(43)15; SR-12 Emergency Stabilization Phase 2, Garfield County, Utah (PIN 15632).

Notification of Project and Invitation to be a Section 106 Consulting Party

Dear Mr. Tso,

The Utah Department of Transportation (UDOT) is preparing to undertake the subject project. The Utah Department of Transportation (UDOT) is preparing to undertake the subject federally-funded project, which includes lands within the Bryce Canyon National Park (BRCA). UDOT intends to prepare a state environmental assessment (SES) and conduct necessary environmental studies to evaluate potential transportation solutions for the proposed project. The UDOT and BRCA have agreed to be joint lead agencies in relation to the EA process under the National Environmental Policy Act, but as specified in Section 36 CFR 800.2(a)(2), have agreed that UDOT be designated the lead federal agency for compliance with 36CFR Part 800.

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To facilitate our consultation with you regarding this project, we would greatly appreciate a response to this letter within 30 days of receipt.

Thank you for your attention to this project notification and any comments you may have.

Sincerely,



Liz Robinson
Cultural Resources Program Manager
UDOT Central Environmental

Enclosures



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

October 9, 2018

Mr. Harold Cuthair, Chairman
Ute Mountain Ute Tribe
124 Mike Wash Road
P.O. Box JJ
Towaoc, CO 81334

RE: UDOT Project No. F-0012(43)15; SR-12 Emergency Stabilization Phase 2, Garfield County, Utah (PIN 15632).

Notification of Project and Invitation to be a Section 106 Consulting Party

Dear Mr. Cuthair,

The Utah Department of Transportation (UDOT) is preparing to undertake the subject project. The Utah Department of Transportation (UDOT) is preparing to undertake the subject federally-funded project, which includes lands within the Bryce Canyon National Park (BRCA). UDOT intends to prepare a state environmental assessment (SES) and conduct necessary environmental studies to evaluate potential transportation solutions for the proposed project. The UDOT and BRCA have agreed to be joint lead agencies in relation to the EA process under the National Environmental Policy Act, but as specified in Section 36 CFR 800.2(a)(2), have agreed that UDOT be designated the lead federal agency for compliance with 36CFR Part 800.

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Sincerely,



Liz Robinson
Cultural Resources Program Manager
UDOT Central Environmental

Enclosures



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

October 9, 2018

Mr. Val R. Panteah Sr., Governor
Zuni Tribe of the Zuni Reservation
P.O. Box 339
Zuni, NM 87327

RE: UDOT Project No. F-0012(43)15; SR-12 Emergency Stabilization Phase 2, Garfield County, Utah (PIN 15632).

Notification of Project and Invitation to be a Section 106 Consulting Party

Dear Mr. Panteah,

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Sincerely,



Liz Robinson
Cultural Resources Program Manager
UDOT Central Environmental

Enclosures



State of Utah

GARY R. HERBERT
Governor

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Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

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Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

October 9, 2018

Mr. Rupert Steele
Confederated Tribes of the Goshute Reservation
P.O. BOX 6104/195 Tribal Center Rd.
Ibapah, UT 84034

RE: UDOT Project No. F-0012(43)15; SR-12 Emergency Stabilization Phase 2, Garfield County, Utah (PIN 15632).

Notification of Project and Invitation to be a Section 106 Consulting Party

Dear Mr. Steele,

The Utah Department of Transportation (UDOT) is preparing to undertake the subject project. The Utah Department of Transportation (UDOT) is preparing to undertake the subject federally-funded project, which includes lands within the Bryce Canyon National Park (BRCA). UDOT intends to prepare a state environmental assessment (SES) and conduct necessary environmental studies to evaluate potential transportation solutions for the proposed project. The UDOT and BRCA have agreed to be joint lead agencies in relation to the EA process under the National Environmental Policy Act, but as specified in Section 36 CFR 800.2(a)(2), have agreed that UDOT be designated the lead federal agency for compliance with 36CFR Part 800.

In accordance with Parts 3.1.1 and 3.2 of the *Memorandum of Understanding Between the Federal Highway Administration and the Utah Department of Transportation Concerning State of Utah's Participation in the Surface Transportation Project Delivery Program Pursuant to 23 USC §327* (executed January 17, 2017), the UDOT assumes responsibility, assigned by the Federal Highway Administration (FHWA), for ensuring compliance with Section 106 of the NHPA and with Section 4(f) of the DOT Act of 1966, as amended. FHWA retains the responsibility for government-to-government consultation with Indian Tribes and this notification is sent on behalf of FHWA. Direct government-to-government consultation with FHWA is available upon request.

In compliance with Section 106 of the National Historic Preservation Act, we request that you review the information in this letter and enclosed project information to determine if there are any historic properties of traditional religious and/or cultural importance that may be affected by the proposed undertaking. If you feel that there are any historic properties that may be impacted, we request your notification as such and your participation as a consulting party during the development of the environmental document. Please be assured that, in accordance with confidentiality and disclosure stipulations in Section 304 of the NHPA, the UDOT will maintain strict confidentiality about certain types of information regarding traditional religious and/or cultural places that may be affected by this proposed undertaking.

The proposed project area extends along SR-12 within BRCA from MP 14.42 to 18.16, a distance of about 3.5 miles (see the enclosed study area map). This area experienced a significant landslide in 2017, and short-term repairs allowed resumption of normal operations on SR-12. Safety and transportation improvements are needed to address current and long-term safety and maintenance needs along the existing SR-12 highway. The improvements may include full-depth pavement reconstruction within the 2017 landslide area, roadway widening, the addition of bike and turn lanes, and a 23 CFR 710.601 Federal Land Transfer for the entire legal description of SR-12 within BRCA for highway easement deed purposes. To prioritize the safety items, this project may be constructed with a phased

approach. Some of the proposed construction work (e.g., additional road cuts) would include work below or beyond the existing imported roadbase materials in original (or native) ground.

The area of potential effects (APE) for the Project is best illustrated in the enclosed Project APE Map. The APE for cultural resources will include the proposed footprint of all active project alternatives as well as the land transfer (see attached map). The APE for the roadway is approximately 3.5 miles long will be an average of 200 feet wide, with additional APE to include areas to the north and south of the roadway necessary for cuts/fills. This APE will accommodate any grading, cutting, or filling needed to install project components and blend improvements with the existing environment.

An intensive-level archaeological inventory was conducted for the entire APE in October 2017 during a previous phase of the project. This survey was completed by Transcon Environmental Inc. under UDSH project number U17TN0780 but was not previously submitted for consultation. Considering this recent survey additional identification efforts are not anticipated to complete the current project. The survey report will be submitted to the SHPO with the Determination of Eligibility document. A copy of the cultural resources inventory results report will be kept on file at the UDOT Region Four Headquarters as well as BRCA and will be available for your review upon request.

At your request, the FHWA and the UDOT staff will be available to meet with you to discuss any concerns you might have about the project. Should you have any questions or concerns about this project and/or wish to be a consulting party, feel free to contact me at 801-910-2035 or lizrobinson@utah.gov. We would also appreciate any suggestions you might have about other groups or individuals that we should contact regarding this project or ways that we may more effectively consult with your Tribe/Band.

To facilitate our consultation with you regarding this project, we would greatly appreciate a response to this letter within 30 days of receipt.

Thank you for your attention to this project notification and any comments you may have.

Sincerely,



Liz Robinson
Cultural Resources Program Manager
UDOT Central Environmental

Enclosures

cc: Ms. Mary Pete-Freeman, Tribal Transportation Planner



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

October 9, 2018

Ms. Mary Pete-Freeman
Confederated Tribes of the Goshute Reservation
P.O. BOX 6104/195 Tribal Center Rd.
Ibapah, UT 84034

RE: UDOT Project No. F-0012(43)15; SR-12 Emergency Stabilization Phase 2, Garfield County, Utah (PIN 15632).

Notification of Project and Invitation to be a Section 106 Consulting Party

Dear Ms. Pete-Freeman,

The Utah Department of Transportation (UDOT) is preparing to undertake the subject project. The Utah Department of Transportation (UDOT) is preparing to undertake the subject federally-funded project, which includes lands within the Bryce Canyon National Park (BRCA). UDOT intends to prepare a state environmental assessment (SES) and conduct necessary environmental studies to evaluate potential transportation solutions for the proposed project. The UDOT and BRCA have agreed to be joint lead agencies in relation to the EA process under the National Environmental Policy Act, but as specified in Section 36 CFR 800.2(a)(2), have agreed that UDOT be designated the lead federal agency for compliance with 36CFR Part 800.

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In compliance with Section 106 of the National Historic Preservation Act, we request that you review the information in this letter and enclosed project information to determine if there are any historic properties of traditional religious and/or cultural importance that may be affected by the proposed undertaking. If you feel that there are any historic properties that may be impacted, we request your notification as such and your participation as a consulting party during the development of the environmental document. Please be assured that, in accordance with confidentiality and disclosure stipulations in Section 304 of the NHPA, the UDOT will maintain strict confidentiality about certain types of information regarding traditional religious and/or cultural places that may be affected by this proposed undertaking.

The proposed project area extends along SR-12 within BRCA from MP 14.42 to 18.16, a distance of about 3.5 miles (see the enclosed study area map). This area experienced a significant landslide in 2017, and short-term repairs allowed resumption of normal operations on SR-12. Safety and transportation improvements are needed to address current and long-term safety and maintenance needs along the existing SR-12 highway. The improvements may include full-depth pavement reconstruction within the 2017 landslide area, roadway widening, the addition of bike and turn lanes, and a 23 CFR 710.601 Federal Land Transfer for the entire legal description of SR-12 within BRCA for highway easement deed purposes. To prioritize the safety items, this project may be constructed with a phased

approach. Some of the proposed construction work (e.g., additional road cuts) would include work below or beyond the existing imported roadbase materials in original (or native) ground.

The area of potential effects (APE) for the Project is best illustrated in the enclosed Project APE Map. The APE for cultural resources will include the proposed footprint of all active project alternatives as well as the land transfer (see attached map). The APE for the roadway is approximately 3.5 miles long will be an average of 200 feet wide, with additional APE to include areas to the north and south of the roadway necessary for cuts/fills. This APE will accommodate any grading, cutting, or filling needed to install project components and blend improvements with the existing environment.

An intensive-level archaeological inventory was conducted for the entire APE in October 2017 during a previous phase of the project. This survey was completed by Transcon Environmental Inc. under UDSH project number U17TN0780 but was not previously submitted for consultation. Considering this recent survey additional identification efforts are not anticipated to complete the current project. The survey report will be submitted to the SHPO with the Determination of Eligibility document. A copy of the cultural resources inventory results report will be kept on file at the UDOT Region Four Headquarters as well as BRCA and will be available for your review upon request.

At your request, the FHWA and the UDOT staff will be available to meet with you to discuss any concerns you might have about the project. Should you have any questions or concerns about this project and/or wish to be a consulting party, feel free to contact me at 801-910-2035 or lizrobinson@utah.gov. We would also appreciate any suggestions you might have about other groups or individuals that we should contact regarding this project or ways that we may more effectively consult with your Tribe/Band.

To facilitate our consultation with you regarding this project, we would greatly appreciate a response to this letter within 30 days of receipt.

Thank you for your attention to this project notification and any comments you may have.

Sincerely,



Liz Robinson
Cultural Resources Program Manager
UDOT Central Environmental

Enclosures

cc: Mr. Rupert Steele, Chairman



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

October 9, 2018

Ms. Candace Bear
Skull Valley Band of Goshute Indians
407 Skull Valley Rd.
Skull Valley, UT 84029

RE: UDOT Project No. F-0012(43)15; SR-12 Emergency Stabilization Phase 2, Garfield County, Utah (PIN 15632).

Notification of Project and Invitation to be a Section 106 Consulting Party

Dear Ms. Bear,

The Utah Department of Transportation (UDOT) is preparing to undertake the subject project. The Utah Department of Transportation (UDOT) is preparing to undertake the subject federally-funded project, which includes lands within the Bryce Canyon National Park (BRCA). UDOT intends to prepare a state environmental assessment (SES) and conduct necessary environmental studies to evaluate potential transportation solutions for the proposed project. The UDOT and BRCA have agreed to be joint lead agencies in relation to the EA process under the National Environmental Policy Act, but as specified in Section 36 CFR 800.2(a)(2), have agreed that UDOT be designated the lead federal agency for compliance with 36CFR Part 800.

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In compliance with Section 106 of the National Historic Preservation Act, we request that you review the information in this letter and enclosed project information to determine if there are any historic properties of traditional religious and/or cultural importance that may be affected by the proposed undertaking. If you feel that there are any historic properties that may be impacted, we request your notification as such and your participation as a consulting party during the development of the environmental document. Please be assured that, in accordance with confidentiality and disclosure stipulations in Section 304 of the NHPA, the UDOT will maintain strict confidentiality about certain types of information regarding traditional religious and/or cultural places that may be affected by this proposed undertaking.

The proposed project area extends along SR-12 within BRCA from MP 14.42 to 18.16, a distance of about 3.5 miles (see the enclosed study area map). This area experienced a significant landslide in 2017, and short-term repairs allowed resumption of normal operations on SR-12. Safety and transportation improvements are needed to address current and long-term safety and maintenance needs along the existing SR-12 highway. The improvements may include full-depth pavement reconstruction within the 2017 landslide area, roadway widening, the addition of bike and turn lanes, and a 23 CFR 710.601 Federal Land Transfer for the entire legal description of SR-12 within BRCA for highway easement deed purposes. To prioritize the safety items, this project may be constructed with a phased

approach. Some of the proposed construction work (e.g., additional road cuts) would include work below or beyond the existing imported roadbase materials in original (or native) ground.

The area of potential effects (APE) for the Project is best illustrated in the enclosed Project APE Map. The APE for cultural resources will include the proposed footprint of all active project alternatives as well as the land transfer (see attached map). The APE for the roadway is approximately 3.5 miles long will be an average of 200 feet wide, with additional APE to include areas to the north and south of the roadway necessary for cuts/fills. This APE will accommodate any grading, cutting, or filling needed to install project components and blend improvements with the existing environment.

An intensive-level archaeological inventory was conducted for the entire APE in October 2017 during a previous phase of the project. This survey was completed by Transcon Environmental Inc. under UDSH project number U17TN0780 but was not previously submitted for consultation. Considering this recent survey additional identification efforts are not anticipated to complete the current project. The survey report will be submitted to the SHPO with the Determination of Eligibility document. A copy of the cultural resources inventory results report will be kept on file at the UDOT Region Four Headquarters as well as BRCA and will be available for your review upon request.

At your request, the FHWA and the UDOT staff will be available to meet with you to discuss any concerns you might have about the project. Should you have any questions or concerns about this project and/or wish to be a consulting party, feel free to contact me at 801-910-2035 or lizrobinson@utah.gov. We would also appreciate any suggestions you might have about other groups or individuals that we should contact regarding this project or ways that we may more effectively consult with your Tribe/Band.

To facilitate our consultation with you regarding this project, we would greatly appreciate a response to this letter within 30 days of receipt.

Thank you for your attention to this project notification and any comments you may have.

Sincerely,



Liz Robinson
Cultural Resources Program Manager
UDOT Central Environmental

Enclosures

cc:



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

October 9, 2018

Mr. Darren Parry
Northwestern Band of Shoshone Nation
707 North Main Street
Brigham City, UT 84302

RE: UDOT Project No. F-0012(43)15; SR-12 Emergency Stabilization Phase 2, Garfield County, Utah (PIN 15632).

Notification of Project and Invitation to be a Section 106 Consulting Party

Dear Mr. Parry,

The Utah Department of Transportation (UDOT) is preparing to undertake the subject project. The Utah Department of Transportation (UDOT) is preparing to undertake the subject federally-funded project, which includes lands within the Bryce Canyon National Park (BRCA). UDOT intends to prepare a state environmental assessment (SES) and conduct necessary environmental studies to evaluate potential transportation solutions for the proposed project. The UDOT and BRCA have agreed to be joint lead agencies in relation to the EA process under the National Environmental Policy Act, but as specified in Section 36 CFR 800.2(a)(2), have agreed that UDOT be designated the lead federal agency for compliance with 36CFR Part 800.

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The proposed project area extends along SR-12 within BRCA from MP 14.42 to 18.16, a distance of about 3.5 miles (see the enclosed study area map). This area experienced a significant landslide in 2017, and short-term repairs allowed resumption of normal operations on SR-12. Safety and transportation improvements are needed to address current and long-term safety and maintenance needs along the existing SR-12 highway. The improvements may include full-depth pavement reconstruction within the 2017 landslide area, roadway widening, the addition of bike and turn lanes, and a 23 CFR 710.601 Federal Land Transfer for the entire legal description of SR-12 within BRCA for highway easement deed purposes. To prioritize the safety items, this project may be constructed with a phased

approach. Some of the proposed construction work (e.g., additional road cuts) would include work below or beyond the existing imported roadbase materials in original (or native) ground.

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To facilitate our consultation with you regarding this project, we would greatly appreciate a response to this letter within 30 days of receipt.

Thank you for your attention to this project notification and any comments you may have.

Sincerely,



Liz Robinson
Cultural Resources Program Manager
UDOT Central Environmental

Enclosures

cc: Ms. Patty Timbimboo-Madsen, Cultural and Natural Resource Manager



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

October 9, 2018

Ms. Patty Timbimboo-Madsen
Northwestern Band of Shoshone Nation
707 North Main Street
Brigham City, UT 84302

RE: UDOT Project No. F-0012(43)15; SR-12 Emergency Stabilization Phase 2, Garfield County, Utah (PIN 15632).

Notification of Project and Invitation to be a Section 106 Consulting Party

Dear Ms. Timbimboo-Madsen,

The Utah Department of Transportation (UDOT) is preparing to undertake the subject project. The Utah Department of Transportation (UDOT) is preparing to undertake the subject federally-funded project, which includes lands within the Bryce Canyon National Park (BRCA). UDOT intends to prepare a state environmental assessment (SES) and conduct necessary environmental studies to evaluate potential transportation solutions for the proposed project. The UDOT and BRCA have agreed to be joint lead agencies in relation to the EA process under the National Environmental Policy Act, but as specified in Section 36 CFR 800.2(a)(2), have agreed that UDOT be designated the lead federal agency for compliance with 36CFR Part 800.

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The proposed project area extends along SR-12 within BRCA from MP 14.42 to 18.16, a distance of about 3.5 miles (see the enclosed study area map). This area experienced a significant landslide in 2017, and short-term repairs allowed resumption of normal operations on SR-12. Safety and transportation improvements are needed to address current and long-term safety and maintenance needs along the existing SR-12 highway. The improvements may include full-depth pavement reconstruction within the 2017 landslide area, roadway widening, the addition of bike and turn lanes, and a 23 CFR 710.601 Federal Land Transfer for the entire legal description of SR-12 within BRCA for highway easement deed purposes. To prioritize the safety items, this project may be constructed with a phased

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Thank you for your attention to this project notification and any comments you may have.

Sincerely,



Liz Robinson
Cultural Resources Program Manager
UDOT Central Environmental

Enclosures

cc: Mr. Daren Parry, Chairman



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

October 9, 2018

Mr. Robert Tom
Moapa Band of Paiute Indians
P.O. Box 340
Moapa, NV 89025

RE: UDOT Project No. F-0012(43)15; SR-12 Emergency Stabilization Phase 2, Garfield County, Utah (PIN 15632).

Notification of Project and Invitation to be a Section 106 Consulting Party

Dear Mr. Tom,

The Utah Department of Transportation (UDOT) is preparing to undertake the subject project. The Utah Department of Transportation (UDOT) is preparing to undertake the subject federally-funded project, which includes lands within the Bryce Canyon National Park (BRCA). UDOT intends to prepare a state environmental assessment (SES) and conduct necessary environmental studies to evaluate potential transportation solutions for the proposed project. The UDOT and BRCA have agreed to be joint lead agencies in relation to the EA process under the National Environmental Policy Act, but as specified in Section 36 CFR 800.2(a)(2), have agreed that UDOT be designated the lead federal agency for compliance with 36CFR Part 800.

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To facilitate our consultation with you regarding this project, we would greatly appreciate a response to this letter within 30 days of receipt.

Thank you for your attention to this project notification and any comments you may have.

Sincerely,



Liz Robinson
Cultural Resources Program Manager
UDOT Central Environmental

Enclosures

cc: Ms. Ural Begaye, Director, Cultural Committee



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

SHANE M. MARSHALL, P.E.
Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

October 9, 2018

Ms. Ural Begay
Moapa Band of Paiute Indians
P.O. Box 628
Moapa, NV 89025

RE: UDOT Project No. F-0012(43)15; SR-12 Emergency Stabilization Phase 2, Garfield County, Utah (PIN 15632).

Notification of Project and Invitation to be a Section 106 Consulting Party

Dear Ms. Begay,

The Utah Department of Transportation (UDOT) is preparing to undertake the subject project. The Utah Department of Transportation (UDOT) is preparing to undertake the subject federally-funded project, which includes lands within the Bryce Canyon National Park (BRCA). UDOT intends to prepare a state environmental assessment (SES) and conduct necessary environmental studies to evaluate potential transportation solutions for the proposed project. The UDOT and BRCA have agreed to be joint lead agencies in relation to the EA process under the National Environmental Policy Act, but as specified in Section 36 CFR 800.2(a)(2), have agreed that UDOT be designated the lead federal agency for compliance with 36CFR Part 800.

In accordance with Parts 3.1.1 and 3.2 of the *Memorandum of Understanding Between the Federal Highway Administration and the Utah Department of Transportation Concerning State of Utah's Participation in the Surface Transportation Project Delivery Program Pursuant to 23 USC §327* (executed January 17, 2017), the UDOT assumes responsibility, assigned by the Federal Highway Administration (FHWA), for ensuring compliance with Section 106 of the NHPA and with Section 4(f) of the DOT Act of 1966, as amended. FHWA retains the responsibility for government-to-government consultation with Indian Tribes and this notification is sent on behalf of FHWA. Direct government-to-government consultation with FHWA is available upon request.

In compliance with Section 106 of the National Historic Preservation Act, we request that you review the information in this letter and enclosed project information to determine if there are any historic properties of traditional religious and/or cultural importance that may be affected by the proposed undertaking. If you feel that there are any historic properties that may be impacted, we request your notification as such and your participation as a consulting party during the development of the environmental document. Please be assured that, in accordance with confidentiality and disclosure stipulations in Section 304 of the NHPA, the UDOT will maintain strict confidentiality about certain types of information regarding traditional religious and/or cultural places that may be affected by this proposed undertaking.

The proposed project area extends along SR-12 within BRCA from MP 14.42 to 18.16, a distance of about 3.5 miles (see the enclosed study area map). This area experienced a significant landslide in 2017, and short-term repairs allowed resumption of normal operations on SR-12. Safety and transportation improvements are needed to address current and long-term safety and maintenance needs along the existing SR-12 highway. The improvements may include full-depth pavement reconstruction within the 2017 landslide area, roadway widening, the addition of bike and turn lanes, and a 23 CFR 710.601 Federal Land Transfer for the entire legal description of SR-12 within BRCA for highway easement deed purposes. To prioritize the safety items, this project may be constructed with a phased

approach. Some of the proposed construction work (e.g., additional road cuts) would include work below or beyond the existing imported roadbase materials in original (or native) ground.

The area of potential effects (APE) for the Project is best illustrated in the enclosed Project APE Map. The APE for cultural resources will include the proposed footprint of all active project alternatives as well as the land transfer (see attached map). The APE for the roadway is approximately 3.5 miles long will be an average of 200 feet wide, with additional APE to include areas to the north and south of the roadway necessary for cuts/fills. This APE will accommodate any grading, cutting, or filling needed to install project components and blend improvements with the existing environment.

An intensive-level archaeological inventory was conducted for the entire APE in October 2017 during a previous phase of the project. This survey was completed by Transcon Environmental Inc. under UDSH project number U17TN0780 but was not previously submitted for consultation. Considering this recent survey additional identification efforts are not anticipated to complete the current project. The survey report will be submitted to the SHPO with the Determination of Eligibility document. A copy of the cultural resources inventory results report will be kept on file at the UDOT Region Four Headquarters as well as BRCA and will be available for your review upon request.

At your request, the FHWA and the UDOT staff will be available to meet with you to discuss any concerns you might have about the project. Should you have any questions or concerns about this project and/or wish to be a consulting party, feel free to contact me at 801-910-2035 or lizrobinson@utah.gov. We would also appreciate any suggestions you might have about other groups or individuals that we should contact regarding this project or ways that we may more effectively consult with your Tribe/Band.

To facilitate our consultation with you regarding this project, we would greatly appreciate a response to this letter within 30 days of receipt.

Thank you for your attention to this project notification and any comments you may have.

Sincerely,



Liz Robinson
Cultural Resources Program Manager
UDOT Central Environmental

Enclosures

cc: Mr. Robert Tom, Chairman



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

JASON E. DAVIS, P.E.
Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

July 31, 2019

Brandon Weston
Environmental Services Director
Utah Department of Transportation
4501 South 2700 West
Salt Lake City, UT 84119

RE: UDOT Project No. F-0012(43)15, SR12 Emergency Slope Stabilization Phase II, Garfield County, Utah (PIN 15632).
Section 4(f) *De Minimis* Impacts Finding Concurrence Request

Dear Mr. Weston:

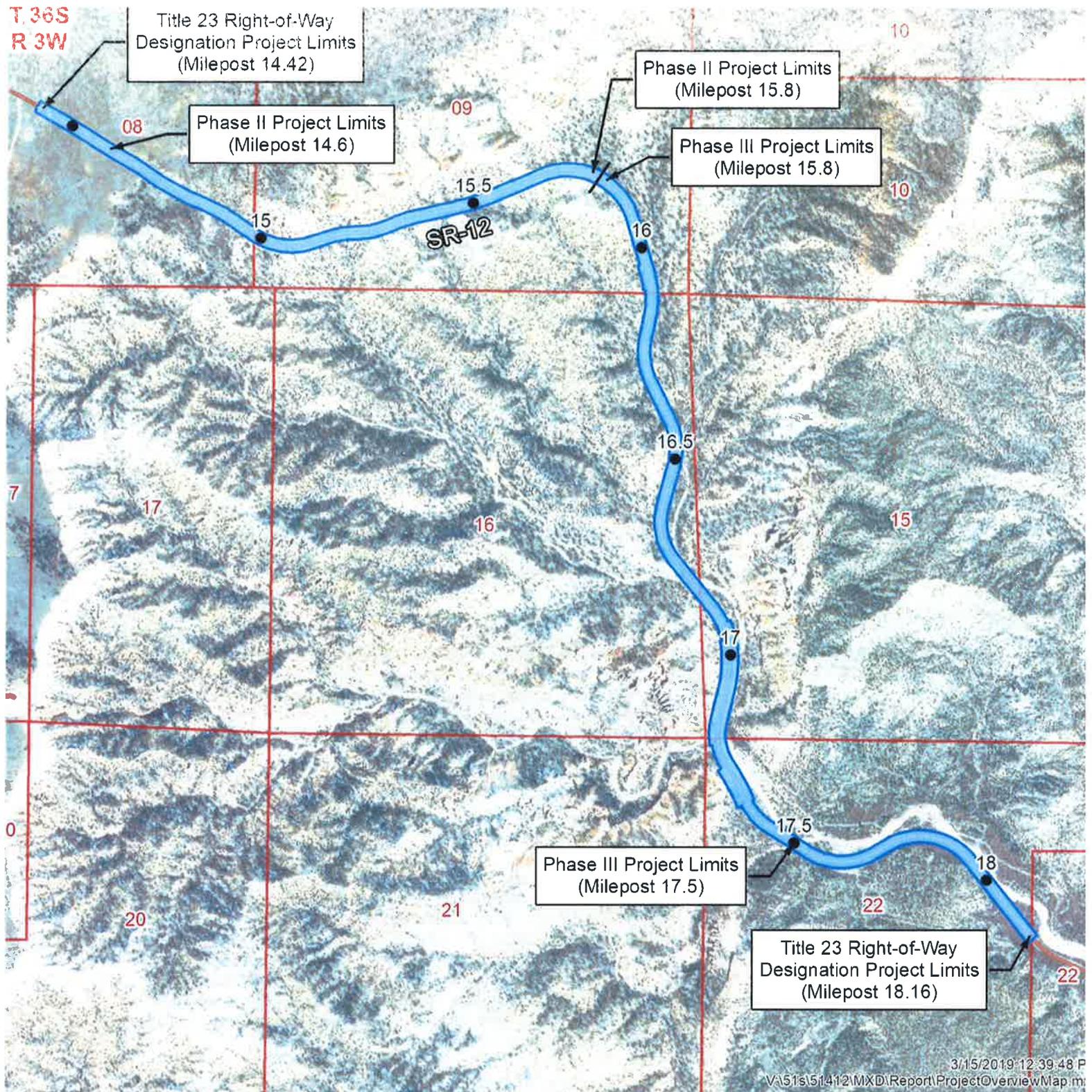
The Utah Department of Transportation (UDOT) is preparing to undertake the subject federal-aid project in accordance with Part 3.2.1 of the *Memorandum of Understanding Between the Federal Highway Administration and the Utah Department of Transportation Concerning State of Utah's Participation in the Surface Transportation Project Delivery Program Pursuant to 23 USC §327* (executed January 17, 2017), the UDOT assumes responsibility, assigned by the Federal Highway Administration (FHWA), for ensuring compliance with Section 4(f) of the Department of Transportation Act of 1966, 23 U.S.C. § 138 (as amended) and 49 U.S.C. § 303 (as amended). The purpose of this letter is to request your concurrence with the recommendation that, pursuant to Section 6009 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the associated FHWA guidance, a Section 4(f) *de minimis* impact finding is appropriate for the Bamberger Trail affected by the subject project.

UDOT is evaluating long-term improvements along the portion of Utah State Road 12 (SR-12) that passes through Bryce Canyon National Park (BRCA). The proposed project area extends along SR-12 within BRCA from MP 14.42 to 18.16, a distance of about 3.74 miles (see the enclosed study area map). This area experienced a significant landslide in 2017, and short-term repairs allowed resumption of normal operations on SR-12. Safety and transportation improvements are needed to address current and long-term safety and maintenance needs along the existing SR-12 highway. The improvements may include full-depth pavement reconstruction, roadway widening, drainage improvements and slope stability solutions, the addition of bike and turn lanes, and a 23 CFR 710.601 Federal Land Transfer for the entire legal description of SR-12 within BRCA for highway easement deed purposes. To prioritize the safety items, this project may be constructed with a phased approach.

The Section 4(f) resource affected by this project is the BRCA, which is a 55.98 m² national park in south-western Utah. Key features of the BRCA are the natural spire-shaped rock formations known as hoodoos, cultural resources, other geologic formations, and natural ecosystems. The BRCA offers extensive hiking trails, camping, ranger programs and dark night skies. SR-12 runs generally northeast-southwest through the northern portion of the BRCA and provides access to the visitor center and several trailheads while passing by several notable geologic features.

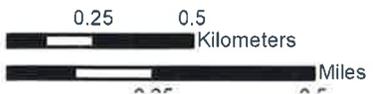
The transportation use of the park, as summarized above, does not adversely affect any of the activities, features, and attributes that qualify the BRCA for protection under Section 4(f).

The BRCA Administration, who has jurisdiction over the park, has been consulted and informed of the intent to make a Section 4(f) *de minimis* impact finding based on their written concurrence that the project will not adversely



- Milepost
- Existing Right-of-Way
- Section Boundary*

Title 23 Designation Project Limits:
Milepost 14.2–18.16
Phase II Project Limits:
Milepost 14.6–15.8
Phase III Project Limits:
Milepost 15.8–17.5



*From the BLM's LSIS database.
Basemap from Esri ArcGIS Online:
World Imagery,
reprocessed March 15, 2019



As the official with jurisdiction, UDOT is affording the BRCA administration an opportunity to review and comment on the Section 4(f) evaluation for this project, as required by 23CFR 774. The public will also be afforded an opportunity to review and comment on this finding and UDOT will inform the BRCA administration of any responses.

Please review this document and, providing you agree with the findings contained herein, sign and date the signature line at the end of this letter. Should you have any questions concerning this matter, please contact me at 801-910-2035 and lizrobinson@utah.gov.

Sincerely,



Liz Robinson
Cultural Resources Program Manager
Utah Department of Transportation

Regarding the BRCA, I concur with the Section 4(f) evaluation described above and understand UDOT's intent to make a Section 4(f) *de minimis* impact finding based on this written concurrence.



Linda Mazzu
Superintendent, Bryce Canyon National Park

4/19/19
Date

MEMORANDUM

Date: Monday, August 5, 2019

To: Brandon Weston
UDOT Environmental Services Director

From: Rod Hess
UDOT Senior Landscape Architect

RE: ENVIRONMENTAL REVIEW FOR WATER OF THE UNITED STATES

PROJECT PURPOSE, DESCRIPTION AND SCOPE OF WORK

The Utah Department of Transportation (UDOT) proposes the above referenced federally-funded project to stabilize, preserve highway infrastructure and improve traffic and safety along SR-12 between MP 14.6 and 17.5. This project will be completed in multiple phases. Phase 1 to correct the impacts of a landslide that occurred in February 2017 along SR-12, near MP 14 was previously completed. The current and upcoming project, Phase 2, will take place between MP 14.6 and MP 15.8. The future and final Phase is occur within MP 15.8 and MP 17.5

To satisfy the purpose and need of the project, Phase 2 proposes to widen SR-12, between MP 14.6 and MP 15.8, to accommodate three travel lanes, paved shoulders and bicycle lanes in both directions within a portion of the limits. Phase 2 will also include long-term geotechnical and/or structural improvements within the landslide area, surface and subsurface drainage solutions, full depth pavement reconstruction, utility relocation, required safety improvements, and redefine the State Right-of-Way through Bryce Canyon National Park

Separate Alternatives are being evaluated to implement Phase 2. Alternative 1 would complete a full reconstruction of SR-12 with above described activities with the necessary roadway widening occurring along the westbound direction (north side of SR-12). Alternative 2 (Preferred Alternative) proposed to satisfy the purpose of Phase 2 by widening SR-12 along the eastbound direction (south side of SR-12). Both Alternatives will meet intent of the purpose and need of Phase 2 with some minor revisions to project elements based on location of widening.

Future Phase 3 project improvements along SR-12, between MP 15.8 and MP 17.5 would include roadway widening to accommodate bike lanes in both directions, required safety improvements, widening near MP 17.2 for westbound left turn lane and eastbound merge left at the Mossy Cave trailhead. Phase 3 may also include the need to widen the Mossy Cave Bridge but currently no final determination has been made potential action.

Identification and analysis of Waters of the United States (WOTUS), including wetlands and additional waters regulated by the State of Utah, through its Stream Alteration Program has been studied by a consultant (Transcon Environmental, Inc.).

Based on a review of the project information and water resource analysis and findings, UDOT provides the following recommendations for the proposed project:

Water Resources and Wetlands:

Transcon Environmental, Inc. completed an official US Army Corps of Engineers (Army Corps) Aquatic Resources Delineation Report within the project limits in 2018. During the initial analysis, field evaluation and documentation, several aquatic resources were identified. Eight (8) unnamed intermittent/ephemeral drainages were found either crossing or flowing adjacent to SR-12. One (1) perennial flowing stream (Paria River) was also found within the project. No other WOTUS, including wetlands were identified or mapped. Other erosional features, swales and roadside ditches were documented within the survey boundary of the SR-12 study area.

The eight (8) unnamed intermittent/ephemeral drainages and Paria River (9 features in total) would likely be considered jurisdictional by the Army Corps and could be subject to regulations under Section 404 of the Clean based on linear foot and acreage of permanent impacts of each aquatic resource. The Paria River, perennial stream, is considered a water of the State of Utah and will require a Stream Alteration Permit from the Utah Division of Water Rights for any project activities that are proposed in Phase III of this project.

The other erosional features, swales or roadside ditches would not be regulated by either the Army Corps or the State of Utah.

Roadway widening and improvements proposed during Phase II of this project along SR-12 between MP 15.8 and MP 17.5 will have limited temporary or permanent impacts to the mapped intermittent/ephemeral drainages. These impacts would not require an Army Corps permit because the overall amount of impacts to each of separate features would be minimal and fall below the permitting requirements identified in Nationwide Permit 14 established by the Army Corps. In addition, the project would not be required to obtain a Stream Alteration Permit from the State of Utah for these same impacts because the nature of the intermittent/ephemeral drainages are considered exempt from the Stream Alteration Permit program.

Phase III improvements to SR-12 between MP 15.8 and MP 17.5 have the potential to cause temporary or permanent impacts to the Paria River, a perennial channel. Based on the location and overall impacts to the Paria River that may occur during Phase III, the project will need to coordinate with both the Army Corps and Utah Division of Water Rights during design and determine the appropriate type of permitting necessary. If permitting is required based project design and coordination, the project must obtain required permits.

Mitigation Commitments:

- 1. Phase II of this project is not required to obtain a permit from either the Army Corps or State of Utah.**
- 2. Phase III of this project must coordinate with the Army Corps and State of Utah during the design phase to determine what type of permitting would be required. Obtain necessary required permit based on project impacts and coordination.**



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

JASON E. DAVIS, P.E.
Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

July 31, 2019

Brandon Weston
Environmental Services Director
Utah Department of Transportation
4501 South 2700 West
Salt Lake City, UT 84119

RE: UDOT Project No. F-0012(43)15, SR12 Emergency Slope Stabilization Phase II, Garfield County, Utah (PIN 15632).

Section 4(f) *De Minimis* Impacts Finding Concurrence Request

Dear Mr. Weston:

The Utah Department of Transportation (UDOT) is preparing to undertake the subject federal-aid project in accordance with Part 3.2.1 of the *Memorandum of Understanding Between the Federal Highway Administration and the Utah Department of Transportation Concerning State of Utah's Participation in the Surface Transportation Project Delivery Program Pursuant to 23 USC §327* (executed January 17, 2017), the UDOT assumes responsibility, assigned by the Federal Highway Administration (FHWA), for ensuring compliance with Section 4(f) of the Department of Transportation Act of 1966, 23 U.S.C. § 138 (as amended) and 49 U.S.C. § 303 (as amended). The purpose of this letter is to request your concurrence with the recommendation that, pursuant to Section 6009 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the associated FHWA guidance, a Section 4(f) *de minimis* impact finding is appropriate for the Bamberger Trail affected by the subject project.

UDOT is evaluating long-term improvements along the portion of Utah State Road 12 (SR-12) that passes through Bryce Canyon National Park (BRCA). The proposed project area extends along SR-12 within BRCA from MP 14.42 to 18.16, a distance of about 3.74 miles (see the enclosed study area map). This area experienced a significant landslide in 2017, and short-term repairs allowed resumption of normal operations on SR-12. Safety and transportation improvements are needed to address current and long-term safety and maintenance needs along the existing SR-12 highway. The improvements may include full-depth pavement reconstruction, roadway widening, drainage improvements and slope stability solutions, the addition of bike and turn lanes, and a 23 CFR 710.601 Federal Land Transfer for the entire legal description of SR-12 within BRCA for highway easement deed purposes. To prioritize the safety items, this project may be constructed with a phased approach.

The Section 4(f) resource affected by this project is the BRCA, which is a 55.98 m² national park in south-western Utah. Key features of the BRCA are the natural spire-shaped rock formations known as hoodoos, cultural resources, other geologic formations, and natural ecosystems. The BRCA offers extensive hiking trails, camping, ranger programs and dark night skies. SR-12 runs generally northeast-southwest through the northern portion of the BRCA and provides access to the visitor center and several trailheads while passing by several notable geologic features.

The transportation use of the park, as summarized above, does not adversely affect any of the activities, features, and attributes that qualify the BRCA for protection under Section 4(f).

The BRCA Administration, who has jurisdiction over the park, has been consulted and informed of the intent to make a Section 4(f) *de minimis* impact finding based on their written concurrence that the project will not adversely

affect the activities, features, and attributes that qualify this trail for protection under Section 4(f) (see enclosed letter dated April 10, 2019). The public has been afforded an opportunity to review and comment on this project, including its effects on the BRCA. No comments concerning this finding were received.

Based on the foregoing analysis, it is recommended that a Section 4(f) *de minimis* impact finding be approved for the BRCA affected by this project. Please review this document and, providing you agree with the findings contained herein, sign and date the signature line at the end of this letter. Should you have questions concerning this matter, please contact me at 801-910-2035 or lizrobinson@utah.gov

Sincerely,



Liz Robinson
UDOT Cultural Resources Program Manager

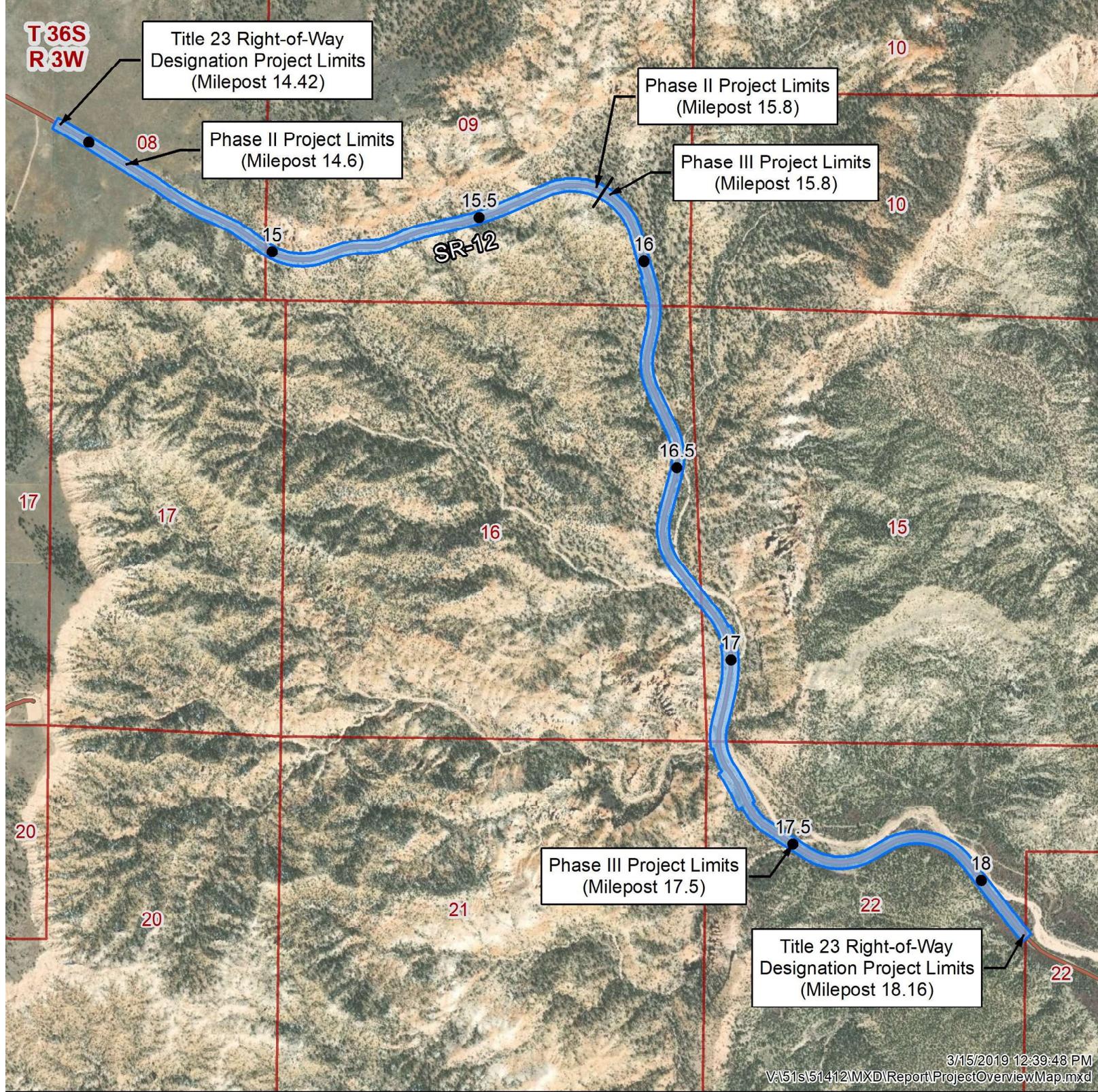
Concurrence: 

Brandon Weston
UDOT Environmental Services Director

Jul 31, 2019

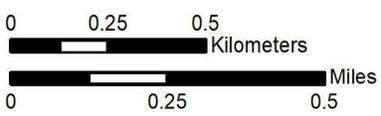
Date

Enclosure: Project Impact Map
Official with Jurisdiction Concurrence
Public Notice



- Milepost
- Existing Right-of-Way
- Section Boundary*

Title 23 Designation Project Limits:
 Milepost 14.2–18.16
Phase II Project Limits:
 Milepost 14.6–15.8
Phase III Project Limits:
 Milepost 15.8–17.5



*From the BLM's LSIS database.
 Basemap from Esri ArcGIS Online:
 World Imagery,
 accessed March 15, 2019





State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

DEPARTMENT OF TRANSPORTATION

CARLOS M. BRACERAS, P.E.
Executive Director

JASON E. DAVIS, P.E.
Deputy Director of Engineering and Operations

TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

April 10, 2019

Linda Mazzu
Superintendent
Bryce Canyon National Park
P.O. Box 640201
Bryce UT 84764

RE: UDOT Project No. F-0012(43)15, SR12 Emergency Slope Stabilization Phase II, Garfield County, Utah
(PIN 15632).
Notification of Section 4(f) *De Minimis* Impacts Finding.

Dear Ms. Mazzu:

The Utah Department of Transportation (UDOT) is preparing to undertake the subject federal-aid project. The purpose of this letter is to notify you that UDOT intends to make a *de minimis* impact finding regarding Bryce Canyon National Park (BRCA), pursuant to Section 4(f) of the Department of Transportation Act of 1966, 23 CFR 774, and Section 6009 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The review, consultation and other actions required by these laws and rules are being carried out by UDOT pursuant to 23 USC 327 and a Memorandum of Understanding (MOU) dated January 17, 2017, and executed by the Federal Highway Administration (FHWA) and UDOT. In accordance with Part 3.2.1 of the MOU, the UDOT assumes responsibility, assigned by the Federal Highway Administration (FHWA), for ensuring compliance with Section 4(f) of the Department of Transportation Act of 1966, 23 U.S.C. § 138 (as amended) and 49 U.S.C. § 303 (as amended).

UDOT, as joint lead agencies with BRCA, has initiated an Environmental Assessment (EA) on a proposal to address current and future transportation and safety needs at BRCA along SR-12. The proposed project area extends along SR-12 within BRCA from MP 14.42 to 18.16, a distance of about 3.74 miles (see the enclosed study area map). This area experienced a significant landslide in 2017, and short-term repairs allowed resumption of normal operations on SR-12. Safety and transportation improvements are needed to address current and long-term safety and maintenance needs along the existing SR-12 highway. The improvements may include full-depth pavement reconstruction, roadway widening, drainage improvements and slope stability solutions, the addition of bike and turn lanes, and a 23 CFR 710.601 Federal Land Transfer for the entire legal description of SR-12 within BRCA for highway easement deed purposes. To prioritize the safety items, this project may be constructed with a phased approach.

The Section 4(f) resource affected by this project is the BRCA, which is a 55.98 m² national park in south-western Utah. Key features of the BRCA are the natural spire-shaped rock formations known as hoodoos, cultural resources, other geologic formations, and natural ecosystems. The BRCA offers extensive hiking trails, camping, ranger programs and dark night skies. SR-12 runs generally northeast-southwest through the northern portion of the BRCA and provides access to the visitor center and several trailheads while passing by several notable geologic features.

The transportation use of the resource, as summarized above, does not adversely affect any of the activities, features, and attributes that qualify BRCA for protection under Section 4(f). Therefore, UDOT has determined that this project will result in a Section 4(f) use of the BRCA and qualifies as a *de minimis* impact.

As the official with jurisdiction, UDOT is affording the BRCA administration an opportunity to review and comment on the Section 4(f) evaluation for this project, as required by 23CFR 774. The public will also be afforded an opportunity to review and comment on this finding and UDOT will inform the BRCA administration of any responses.

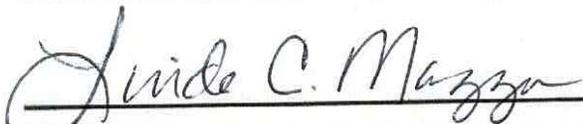
Please review this document and, providing you agree with the findings contained herein, sign and date the signature line at the end of this letter. Should you have any questions concerning this matter, please contact me at 801-910-2035 and lizrobinson@utah.gov.

Sincerely,



Liz Robinson
Cultural Resources Program Manager
Utah Department of Transportation

Regarding the BRCA, I concur with the Section 4(f) evaluation described above and understand UDOT's intent to make a Section 4(f) *de minimis* impact finding based on this written concurrence.



Linda Mazzu
Superintendent, Bryce Canyon National Park

4/19/19
Date

4770 S. 5600 W.
WEST VALLEY CITY, UTAH 84118
FED.TAX I.D.# 87-0217663
801-204-6910

Deseret News



The Salt Lake Tribune

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DATE

6/11/2019

ACCOUNT NAME

SOMERS-JARAMILLO & ASSOCIATES, INC,

TELEPHONE

8015300933

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PUBLICATION SCHEDULE

START 05/28/2019 END 06/11/2019

CUSTOMER REFERENCE NUMBER

SR 12 EA Legal Notice

CAPTION

PUBLIC NOTICE The National Park Service (NPS) and Utah Department of

SIZE

41 LINES 3 COLUMN(S)

TIMES

6

TOTAL COST

418.28

PUBLIC NOTICE

The National Park Service (NPS) and Utah Department of Transportation (UDOT) are partnering to improve safety and mobility on State Route 12 in Bryce Canyon National Park (BRCA) between mileposts 14.42-18.16.

UDOT and NPS are performing an Environmental Assessment (EA) to evaluate the social, economic, and environmental impacts of the proposed improvements to SR 12:

- extend the existing passing lane approximately one mile east
- restore the previously lost travel lane and shoulder
- widen the road shoulders
- update the legal description and map of the highway alignment

The official public comment period will be open from May 28- June 27, 2019. A public hearing in open house format will be held on June 18, 2019 from 5 - 7 p.m. at the Tropic Heritage Center, 20 North Main Street, Tropic Utah. The EA is available on the project website for public review and comment. Paper copies of the document are also available at the following UDOT offices:

UDOT Central Complex 4501 Constitution Blvd Taylorsville, UT 84129	UDOT Region 4 210 W 800 S Richfield, UT 84701
--	---

Comments can be submitted via the project website www.udot.utah.gov/go/SR12BryceCanyon or by emailing SR12BryceCanyon@utah.gov through 11:59 p.m. on June 27, 2019.

The open house will be accessible according to the requirements of the Americans with Disabilities Act (ADA). If you have any special language, audio or visual needs please contact the project at least 72 hours prior to the meeting so that accommodations can be provided.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being or have been carried-out by UDOT pursuant to 23 USC 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT.

CONTACT INFO:
SR12BryceCanyon@utah.gov
888-556-0232
udot.utah.gov/go/SR12BryceCanyon
1255625

UPAXLP

AFFIDAVIT OF PUBLICATION

AS NEWSPAPER AGENCY COMPANY, LLC dba UTAH MEDIA GROUP LEGAL BOOKER, I CERTIFY THAT THE ATTACHED ADVERTISEMENT OF **PUBLIC NOTICE The National Park Service (NPS) and Utah Department of Transportation (UDOT) are partnering to improve safety and mobility on State Route 12 in B** FOR **SOMERS-JARAMILLO & ASSOCIATES, INC.** WAS PUBLISHED BY THE NEWSPAPER AGENCY COMPANY, LLC dba UTAH MEDIA GROUP, AGENT FOR DESERET NEWS AND THE SALT LAKE TRIBUNE, DAILY NEWSPAPERS PRINTED IN THE ENGLISH LANGUAGE WITH GENERAL CIRCULATION IN UTAH, AND PUBLISHED IN SALT LAKE CITY, SALT LAKE COUNTY IN THE STATE OF UTAH. NOTICE IS ALSO POSTED ON UTAHLEGALS.COM ON THE SAME DAY AS THE FIRST NEWSPAPER PUBLICATION DATE AND REMAINS ON UTAHLEGALS.COM INDEFINITELY. COMPLIES WITH UTAH DIGITAL SIGNATURE ACT UTAH CODE 46-2-101; 46-3-104.

PUBLISHED ON Start 05/28/2019 End 06/11/2019

DATE 6/11/2019

Ludmundson
SIGNATURE _____

STATE OF UTAH)

COUNTY OF SALT LAKE)

SUBSCRIBED AND SWORN TO BEFORE ME ON THIS 11TH DAY OF JUNE IN THE YEAR 2019

BY LORAIN GUDMUNDSON.



Jae Levi
NOTARY PUBLIC SIGNATURE

1
2
3

APPENDIX D

Public Outreach and Engagement Report

State Route 12

BRYCE CANYON

Environmental Assessment

A UDOT & BRYCE CANYON NATIONAL PARK STUDY

PUBLIC OUTREACH AND ENGAGEMENT REPORT

July 12, 2019



UTAH
UDOT
Keeping Utah Moving

HOTLINE 888-556-0232 EMAIL SR12BryceCanyon@utah.gov



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EXECUTIVE SUMMARY

In advance of the release of the S.R. 12 Environmental Assessment Document for public review, the project public involvement (PI) team coordinated with a variety of stakeholders to inform them of the project and publicize the document's release and comment period. This report documents the public information and engagement activities implemented during the time period from May to July 2019.

Stakeholders

The PI team called local municipalities and coordinated with Bryce Canyon National Park Staff to build an email list of interested and potentially affected stakeholders including, but not limited to:

- Local municipalities
 - Tropic, Bryce, Henrieville, Hatch, Cannonville, Panguitch, Kanab
- Area business owners
- Area residents
- Iron and Garfield County Commissioners
- Iron and Garfield County personnel
- NGOs
- Bureau of Land Management
- Native American Tribes
- U.S. Fish and Wildlife Service
- U.S. Forest Service
- U.S. Department of Agriculture
- Universities including Southern Utah University and Utah State University
- Local media outlets and the Associated Press

The full list of email subscribers and businesses visited is attached as Appendix A.

Outreach Tactics

A newsletter (Appendix B) was distributed in person to 85 businesses along S.R. 12 from Panguitch to Cannonville on May 31, 2019. Business owners and managers were presented with the newsletter and encouraged to subscribe to the email update list for information regarding the EA, Open House and future project developments.

575 postcard mailers (Appendix C) were distributed to all mail recipients from Panguitch to Cannonville on June 11, 2019. The postcard mailer announced the release of the EA, detailed the purpose and need, and announced the Open House. The mailer distribution map is also included as Appendix D.

Email newsletters provided information about the EA's purpose and need, announced the release and location of the document and publicized the comment period and open house information. Emails also reminded subscribers about the open house and final days of the comment period. These emails were distributed to a list of 214 subscribers on June 3, June 11, June 18 and June 27, 2019. Emails are attached as Appendix E.

The EA was hosted on a project-specific webpage within the UDOT website ([www.udot.utah.gov/go/SR12 BryceCanyon](http://www.udot.utah.gov/go/SR12BryceCanyon)). The EA was also listed on the National Parks Service (NPS) Planning, Environment and Public Comment (PEPC) site (<https://parkplanning.nps.gov/projectHome.cfm?projectID=81089>). Both sites provided an overview of the study, a link to download the EA and a link to provide comments electronically. Screenshots of both sites are included as Appendix F.

Public Hearing In Open House Format

On June 18, 2019, the project team held a public hearing in open house format at the Tropic Heritage Center in Tropic, Utah. This open house provided the opportunity for the public to review the document, gain more information about the purpose and need, schedule, alternatives, impacts and mitigations in person. Materials provided at the open house are included as Appendix G.



Members of the project team from UDOT, BRCA and consultants including the project Environmental lead, Designer and PI Team attended to assist the public by answering questions and sharing information about the document, process, alternatives and potential impacts.

In addition to the previously described outreach tactics, the open house was also specifically advertised via legal notice in the two statewide newspapers – *The Salt Lake Tribune* and *Deseret News* on May 28 and June 11, 2019. The legal notice and proof of publication are included as Appendix H. On May 28, 2019, BRCA also issued a media advisory announcing the release of the document for comment, the comment period and the open house. This advisory is included as Appendix I.

Nine people attended the open house and signed in. Two or three others attended but declined to sign in. Of those who did sign in, several had already submitted comments via the electronic form. One person made a comment to the court reporter at the meeting. Hard-copy comment forms and three tablets linked to the electronic comment form were also available at the open house, but not utilized by attendees. The sign-in sheet is included as Appendix J.

Comments

Documentation of all comments received is included in the comment management matrix as Appendix K. PDFs of the original comments received in all formats – letter, electronic comment form, emails and via court reporter are also included as Appendix L.

Primarily, commenters were in support of the planned improvements and wanted to see additional improvements at the Mossy Cave trailhead, which are currently outside the scope of the first phase of the project. Several comments also requested additional paleontological investigation, which the team is taking steps to move forward prior to construction.

APPENDIX A: SR-12 Bryce Canyon Stakeholder Contact List

ridemule@scinternet.net

jbrawer@wildearthguardians.org

dlevine@wildearthguardians.org

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utah@tnc.org

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christopherkeleher@utah.gov

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elise.boeke@ut.usda.gov

blainecox@utah.gov

james_priest@blm.gov

adamkavalunas@utah.gov

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updhceprogram@hotmail.com

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kmickson@kanab.net

lance@rubysinn.com

shaine@rubysinn.com
brycetp@color-country.net
bvkoa@color-country.net
5newsdesk@kvvu.com
assignment.desk@ksl.com
bsmith07@fs.fed.us
gaylep@scinternet.net
lesap@scinternet.net
paulah@scinternet.net
shawnc@scinternet.net
david_mecham@blm.gov
frank_hayde@nps.gov
info@randomactsofnature.com
karen_breslin@nps.gov
newsdesk@klastv.com
nperkins@infowest.com
melissa@thespectrum.com
rick_frost@nps.gov
snapshot@scinternet.net
sunews@kanab.net
travgar@color-country.net
robert_mitsuyasu@blm.gov
jholland.sb12@gmail.com
dandsmosier@color-country.net
gcclerk@mountainwest.net
mikenelson@utah.gov
skunzler@utah.gov
ckcall@fs.fed.us
kflannigan@fs.fed.us
mary_dewitz@blm.gov
nglidden@fs.fed.us
smith_a@suu.edu
news@stgnews.com
desk@ktnv.com
bmaffly@sltrib.com
fosters@color-country.net
bcresort@yahoo.com
bcpines@color-country.net
jean@rubysinn.com
kurt@nationalparkstraveler.org
news@nationalparkstraver.org
m_baud@hotmail.com
ames_79@msn.com
newsroom@sltrib.com
news@deseretnews.com
chris@rubysinn.com
lbcagm@brycecanyonforever.com
lbcgm@brycecanyonforever.com
bcaims@standard.net
gld136@yahoo.com
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superintendent@nps.gov
grca_superintendent@nps.gov
tica_superintendent@nps.gov
nabr_superintendent@nps.gov
nabr_interpretation@nps.gov
glca_interpretation@nps.gov
lame_interpretation@nps.gov
lame_superintendent@nps.gov
dino_superintendent@nps.gov
brca_all_employees@nps.gov
shannan_marcak@nps.gov
sharon_ringsven@nps.gov
marc_neidig@nps.gov
reapered@richfieldreaper.com
cherylchurch@gmail.com
jtaylor@jtsteel.com
desertglassrecycling@gmail.com
stay@southwesternretreat.com
manager@bluespringslodge.com
tracy@tracyarmstrong.com
cbulletts@kaibabpaiute-nsn.gov
clarkescountrymarket@gmail.com
jbeal@blm.gov
fjolley@ksl.com
snapshot@live.com
carmine@suu.edu
pegmcentee@sltrib.com
paula_ogden-muse@nps.gov
tbprettyman@gmail.com
clive@upharts.org
jjbluis@yahoo.com
brian.cambria@redcyntransit.com
klundberg@ironcounty.net
cmacnulty@npca.org
maildropmw@gmail.com
colorcountrydispatch@gmail.com
mabele@npca.org
bmccombs@ap.org
immews@nps.gov
tlees@thespectrum.com
news@kcsq.com
kurt@nationalparkstraveler.com
brettp@sltrib.com
newstips@desnews.com
lwhitehurst@ap.org
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shane@rubysinn.com
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tturner@civilsience.com
blast@le.utah.gov
rlanderson@utah.gov
holland.sb12@gmail.com
lisa@harmonypublicinvolvement.com
tricia.larue@swca.com
nkisen@utah.gov
gina_pearson@nps.gov
alma@ironcounty.net
dmbrinkerhoff@ironcounty.net
mbleak@ironcounty.net
hatchut@scinternet.net
tclark@kanab.utah.gov
issues@suwa.org
walonb@socen.com
drhookut@yahoo.com
wisemanbrook@gmail.com
lisahotandspicey@yahoo.com
shiloh.bcc@gmail.com
mikestevens1004@gmail.com
gary@rubysinn.com
bryceaccc@gmail.com
cherrie.tebbs@gmail.com
sydsyrett@gmail.com
deannarubysinn@gmail.com
henrievilletown@scinternet.net
info@brycecanycountry.com
kevin@atozion.com
nathanschwebach@utah.gov
jonathannez@navajo-nsn.gov
cyellowhair_sjspt.president@outlook.com
hcuthair@utemountain.org
osegundo@kaibabpaiute-nsn.gov
hopicouncil@hopi.nsn.us
rexann.hughte@ashiwi.org
dparry@arrowpoint.us
candaceb@svgooshutes.com
csage@southernmute.gov
chair.mbop@moapabandofpaiutes.org
shaunc@utetribe.com
contact@lvpaiute.com
eatcity@utemountain.org
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jeanine.borchardt@gmail.com
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imao@koosharempaiutes.org
rupertsteele@yahoo.com

SR-12 Area Businesses Canvassed

Bryce City

Bryce Canyon Resort

Cowboy Ranch House

Subway

Bryce Canyon City Office

Best Western Plus Ruby's Inn

Bryce View Lodge

Canyon Diner

Ruby's Inn Cowboy's Buffet

Bryce Canyon Rock Shop

Sinclair

Ebenezer's Barn and Grill

Ruby's Inn RV Park

Cannonville

Cannonville KOA

Grand Staircase Inn

Bryce Canyon Villas

Cannonville Visitor Center

The Evergreen

Hatch

The Lookout

Bear in the Bed and Breakfast

Sevier River Retreat

Bryce Zion Inn

Outlaw Saloon

Sevier Coffee

Mountain Ridge Cabins

Hatch Station

Hoodoo Hideout Café

Henrieville

Sunrise Hollow

Henrieville Post Office

Panguitch

Best Host Inn

Marianna Inn

Silver Eagle

Subway

Flying M

Color Country

Bryce Way

Adobe Sands

Bryce Canyon Lodge

Phillips 66

Henry's Hideout

Peggy Egan

Grandma's Cottage

Blue Pine

Kenny Ray's
Panguitch Inn
Tandoori Taqueria
Cowboy's Smokehouse Café
Days Inn
Panguitch City Office
Panguitch Rally Stop
Purple Sage Motel
The Panguitch House
C-Stop Pizza
<u>Tropic</u>
Bryce Vista Vacation Apartments
Bryce Point
Buffalo Sage and Breakfast
Bryce Country Cabins
Americas Best Value Inn
Clarks Country Market
Bryce Canyon Log Cabins
Bryce Way Retreat
Bryce Canyon Inn
Tropic City Office
Bryce Zion Trail Rides
Canyon Trail Rides
Bybee's Stepping Stone Inn and Gallery
Bryce Canyon Vivier B&B
Bryce Trails B&B
Stone Hearth Grille
Bulberry Inn B&B



State Route 12

BRYCE CANYON

Environmental Assessment
A UDOT & BRYCE CANYON NATIONAL PARK STUDY

The National Park Service (NPS) and Utah Department of Transportation (UDOT) are partnering to improve safety and mobility on State Route 12 in Bryce Canyon National Park (BRCA) between mileposts 14.42-18.16. UDOT and NPS are performing an Environmental Assessment (EA) to evaluate the social, economic, and environmental impacts of the proposed improvements to SR-12:

- extend the existing passing lane approximately one mile east
- restore the previously lost travel lane and shoulder
- widen road shoulders along SR-12
- update the legal description and map of the highway alignment

The Environmental Assessment is now available for public review and comment at www.udot.utah.gov/go/SR12BryceCanyon. Paper copies of the document are also available at the following UDOT offices:

UDOT Central Complex
4501 Constitution Blvd
Taylorsville, UT
84129

UDOT Region 4
210 W 800 S
Richfield, UT
84701



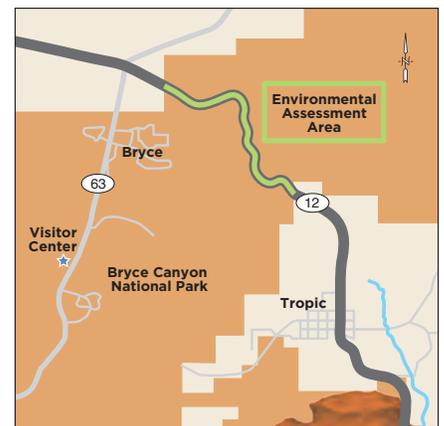
JOIN NPS and UDOT to learn more at a public hearing in open house format.

June 18, 2019
5:00-7:00 p.m.
Tropic Heritage Center
20 N Main Street
Tropic, UT

The official public comment period will be open from May 28 to June 27, 2019.

CONTACT INFO:
SR12BryceCanyon@utah.gov
888-556-0232
udot.utah.gov/go/sr12Bryce

The open house will be accessible according to the requirements of the Americans with Disabilities Act (ADA). If you have any special language, audio or visual needs please contact the project at least 72 hours prior to the meeting so that accommodations can be provided.





PROJECT NEED:

State Route 12 is a critical transportation corridor between the towns of Tropic and Bryce, as well as for Bryce Canyon National Park. It is also a critical emergency access and popular route for tourists visiting Bryce Canyon National Park and other nearby recreation areas. This area is prone to landslides, and the proposed improvements would not only restore a portion of the roadway lost during a slide in 2017, but it would also make long-term improvements to prevent future slides.

BENEFITS:

The proposed improvements will

- ✓ preserve infrastructure by providing a long-term solution to stabilize the slope
- ✓ improve mobility by rebuilding portions of the lost travel lane and adding a new passing lane in this area
- ✓ improve safety by re-stabilizing the slide area and widening shoulders

SCHEDULE:

Construction activities could begin in early 2020, with the majority of work anticipated in Summer 2020.

NO BUILD:

If the improvements are not implemented, the existing SR-12 has the potential to deteriorate further, posing a risk to public safety and limiting access to the town of Tropic. Additionally, increased traffic demand from recreational tourism, area growth, and climbing visitation rates at Bryce Canyon National Park will increase congestion on SR-12, resulting in decreased capacity, mobility, and operational efficiency.

CONTACT INFO:

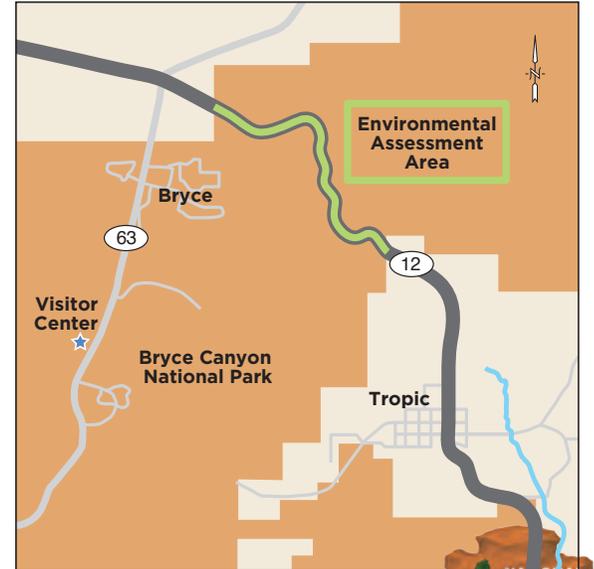
SR12BryceCanyon@utah.gov
888-556-0232
udot.utah.gov/go/SR12BryceCanyon



State Route 12

BRYCE CANYON

Environmental Assessment
A UDOT & BRYCE CANYON NATIONAL PARK STUDY



Hotline: 888-556-0232 Email: SR12BryceCanyon@utah.gov

The National Park Service (NPS) and the Utah Department of Transportation (UDOT) are partnering to make improvements to the section of Utah State Route 12 (SR-12) that passes through the Bryce Canyon National Park (MP 14.42-18.16). The two-lane SR-12, a Scenic Byway, is a critical emergency access and popular route for tourists visiting Bryce Canyon National Park and other nearby recreation areas. NPS and UDOT have initiated an Environmental Assessment to evaluate potential improvements to address landslides, add a passing lane and widen shoulders. The project also proposes to update the legal description, map and right-of-way documents in the project area.

The Environmental Assessment is now available on the project website www.udot.utah.gov/go/SR12BryceCanyon for public review and comment.

The official public comment period will be open from May 28 to June 27, 2019.

The open house will be accessible according to the requirements of the Americans with Disabilities Act (ADA). If you have any special language, audio or visual needs please contact the project at least 72 hours prior to the meeting so that accommodations can be provided.

CONTACT INFO:
SR12BryceCanyon@utah.gov
888-556-0232

State Route 12

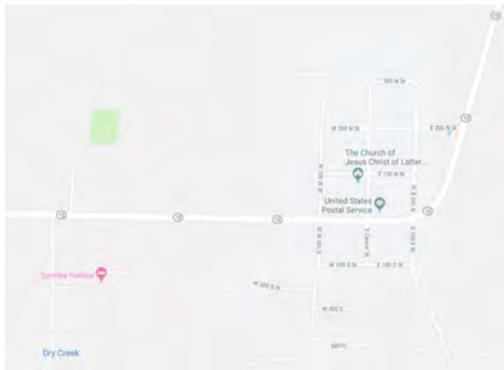
The logo for Bryce Canyon, featuring the words "BRYCE CANYON" in a bold, blue, sans-serif font. To the left of the text are two slanted parallel lines, one above the other, also in blue.

Environmental Assessment
A UDOT & BRYCE CANYON NATIONAL PARK STUDY

JOIN NPS and **UDOT** to learn more at a public hearing in open house format.

June 18, 2019
5:00-7:00 p.m.
Tropic Heritage Center
20 N Main Street
Tropic, UT

APPENDIX D - MAILER DISTRIBUTION AREA



APPENDIX E - EMAIL UPDATES



State Route 12

BRYCE CANYON

Environmental Assessment

A UDOT & BRYCE CANYON NATIONAL PARK STUDY

The National Park Service (NPS) and Utah Department of Transportation (UDOT) are partnering to improve safety and mobility on State Route 12 in Bryce Canyon National Park (BRCA) between mileposts 14.42 - 18.16. UDOT and BRCA initiated the study to address a troublesome landslide area on SR-12 between mileposts 14 and 15.

Since 2015, UDOT Region 4 has performed multiple repairs and preventative activities. In February 2017 a deep-seated landslide occurred creating a large scar nearly 1,000 feet down the slope and losing a 200-foot-long section of the

eastbound travel lane. Emergency repairs were made and UDOT and BRCA began coordinating to make permanent repairs.

UDOT and NPS have performed an Environmental Assessment (EA) to evaluate the social, economic, and environmental impacts of the proposed improvements to SR-12.

- extend the existing passing lane approximately one mile east
- restore the previously lost travel lane and shoulder
- widen road shoulders along SR-12
- update the legal description and map of the highway alignment

The EA is available online at www.udot.utah.gov/go/SR12BryceCanyon for public review and comment.

Paper copies of the document are also available at the following UDOT offices:

UDOT Central Complex
4501 Constitution Blvd
Taylorsville, UT
84129

UDOT Region 4
210 W 800 S
Richfield, UT
84701

A Public Hearing in open house format will be held from 5:00 -7:00 p.m., June 18, 2019 at the Tropic Heritage Center, 20 North Main Street in Tropic, Utah.

STAY INFORMED

Sign up for project emails to stay up to date by contacting the project team via one of the methods below.

Hotline: 888-556-0232

Email: SR12BryceCanyon@Utah.Gov



State Route 12

BRYCE CANYON

Environmental Assessment

A UDOT & BRYCE CANYON NATIONAL PARK STUDY

The National Park Service (NPS) and Utah Department of Transportation (UDOT) are partnering to improve safety and mobility on State Route 12 in Bryce Canyon National Park (BRCA) between mileposts 14.42 - 18.16. UDOT and BRCA initiated the study to address a troublesome landslide area on SR-12 between mileposts 14 and 15.

Since 2015, UDOT Region 4 has performed multiple repairs and preventative activities. In February 2017 a deep-seated landslide occurred creating a large scar nearly 1,000 feet down the slope and losing a 200-foot-long section of the

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The EA is available online at www.udot.utah.gov/go/SR12BryceCanyon for public review and comment.

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84129

UDOT Region 4
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Richfield, UT
84701

A Public Hearing in open house format will be held from 5:00 -7:00 p.m., June 18, 2019 at the Tropic Heritage Center, 20 North Main Street in Tropic, Utah.

STAY INFORMED

Sign up for project emails to stay up to date by contacting the project team via one of the methods below.

Hotline: 888-556-0232

Email: SR12BryceCanyon@Utah.Gov



State Route 12

BRYCE CANYON

Environmental Assessment

A UDOT & BRYCE CANYON NATIONAL PARK STUDY

We hope to see you tonight, June 18, at the Tropic Heritage Center, 20 North Main Street, from 5pm - 7pm for the SR-12 Environmental Assessment Open House

The National Park Service (NPS) and Utah Department of Transportation (UDOT) are partnering to improve safety and mobility on State Route 12 in Bryce Canyon National Park (BRCA) between mileposts 14.42 - 18.16. UDOT and BRCA initiated the study to address a troublesome landslide area on SR-12 between mileposts 14 and 15.

Since 2015, UDOT Region 4 has performed multiple repairs and preventative activities. In February 2017 a deep-seated landslide occurred creating a large scar nearly 1,000 feet down the slope and losing a 200-foot-long section of the eastbound travel lane. Emergency repairs were made and UDOT and BRCA began coordinating to make permanent repairs.

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A Public Hearing in open house format will be held from 5:00 -7:00 p.m., June 18, 2019 at the Tropic Heritage Center, 20 North Main Street in Tropic, Utah.

STAY INFORMED

Sign up for project emails to stay up to date by contacting the project team via one of the methods below.

Hotline: 888-556-0232

Email: SR12BryceCanyon@Utah.Gov

APPENDIX F - WEBSITES

The screenshot shows the National Park Service website for the State Route 12 Stabilization and Expansion project. The page features a dark header with the NPS logo and navigation links. Below the header is a banner image of Bryce Canyon National Park. The main content area is titled "State Route 12 Stabilization and Expansion" and includes a "Document List" link. The text describes the partnership between NPS and Utah DOT to improve safety and mobility on State Route 12 in Bryce Canyon National Park (BRCA) between mileposts 14.42-18.16. It mentions an Environmental Assessment (EA) available online at www.udot.utah.gov/go/SR12BryceCanyon for public review and comment from May 28, 2019 through June 27, 2019. The text also describes the project's goals, including extending the existing passing lane, restoring the previously lost travel lane and shoulder, widening road shoulders, and updating the legal description and map of the highway alignment. A public hearing in open house format will be held from 5:00 -7:00 p.m., June 18, 2019 at the Tropic Heritage Center, 20 North Main Street in Tropic, Utah. The public can contact the project for more information at 888-556-0232 or SR12BryceCanyon@utah.gov.

National Park Service

Find a Park Discover History Explore Nature Get Involved Working With Communities Teachers Kids About Us

PEPC Planning, Environment & Public Comment

PEPC Home Documents by Park Policy/Links Park Planning Search Documents

PROJECT LINKS

- Project Home
- Plan Process
- Meeting Notices
- Links
- Document List
- Open For Comment (0)

State Route 12 Stabilization and Expansion

[Bryce Canyon National Park](#) » [State Route 12 Stabilization and Expansion](#) » [Document List](#)

The National Park Service (NPS) and Utah Department of Transportation (UDOT) are partnering to improve safety and mobility on State Route 12 in Bryce Canyon National Park (BRCA) between mileposts 14.42-18.16. An Environmental Assessment (EA) is now available online at www.udot.utah.gov/go/SR12BryceCanyon for public review and comment. Comments can be made from May 28, 2019 through June 27, 2019 on the website or by emailing SR12BryceCanyon@utah.gov.

UDOT and BRCA initiated the study to address a troublesome landslide area on SR-12 at between mileposts 14 and 15. Since 2015, UDOT Region 4 has performed multiple repairs and preventative activities. In February 2017 a deep-seated landslide occurred creating a large scar nearly 1,000 feet down the slope and losing a 200-foot-long section of the eastbound travel lane. Emergency repairs were made and UDOT and BRCA began coordinating to make permanent repairs.

The Environmental Assessment is now available for public review and comment. It evaluated the social, economic and environmental impacts of the following proposed improvements to SR-12:

- Extending the existing passing lane approximately one mile east
- Restoring the previously lost travel lane and shoulder
- Widening road shoulders along SR-12
- Updating the legal description and map of the highway alignment

A Public Hearing in open house format will be held from 5:00 -7:00 p.m., June 18, 2019 at the Tropic Heritage Center, 20 North Main Street in Tropic, Utah. The public can contact the project for more information at 888-556-0232 or SR12BryceCanyon@utah.gov

nps.gov EXPERIENCE YOUR AMERICA™

U.S. Department of the Interior FOIA Privacy Policy Disclaimer and Ownership USA.Gov NPS Home Accessibility RSS NPS



PEPC Planning, Environment & Public Comment

PROJECT LINKS

- [Project Home](#)
- [Plan Process](#)
- [Meeting Notices](#)
- [Links](#)
- [Document List](#)
- [Open For Comment \(0\)](#)

Links

[Bryce Canyon National Park](#) » [State Route 12 Stabilization and Expansion](#)

Click on the links below for additional park/project information.

- [SR-12 EA](#)

Note: Some of the files may be in PDF format and can be viewed using the Adobe Acrobat Reader software. You may download a free copy of [Acrobat Reader](#) from Adobe Systems.

Print Page

Close

SR-12; Emergency Slope Stabilization, Phase 2 - Pin: 15632
(GARFIELD County)**Route**

SR-12 / Start Milepost: 14.7 - End Milepost: 15

Description

UDOT and Bryce Canyon National Park are partnering to improve safety and mobility of State Route 12 in Bryce Canyon National Park (BRCA) between mileposts 14.42 - 18.16. UDOT and NPS are performing an Environmental Assessment (EA) to evaluate the environmental impacts of the proposed improvements.

Community Notices

The EA is now available for public review and comment by clicking the link below. Paper copies of the document are also available at the following UDOT offices:

UDOT Central Complex
4501 Constitution Blvd
Taylorsville, UT
84129

UDOT Region 4
210 W 800 S
Richfield, UT
84701

Comments can be submitted through June 27th, 2019. A public hearing for this project will be held on June 18, 2019 between 5 - 7:00 p.m. at the Tropic Heritage Center located at 20 North Main Street in Tropic Utah.

[S.R. 12 Road Stabilization and Improvements Environmental Assessment \(46MB PDF File\)](#)

To provide comment please complete this [online form](#).

UDOT and NPS anticipate that a decision will be issued on the project by late summer 2019.

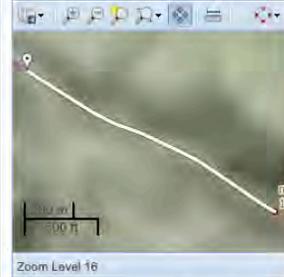
Schedule

This project is in the planning process and the schedule is yet to be determined.

Contact Information

Public Involvement Team
Hotline: 888-556-0232
Email: SR12BryceCanyon@utah.gov

(Click here for larger map.)



ROADVIEW EXPLORER HD

WELCOME

ENVIRONMENTAL ASSESSMENT OPEN HOUSE

JUNE 18, 2019
5:00 – 7:00 p.m.



HOTLINE 888-556-0232 EMAIL SR12BryceCanyon@utah.gov



State Route 12

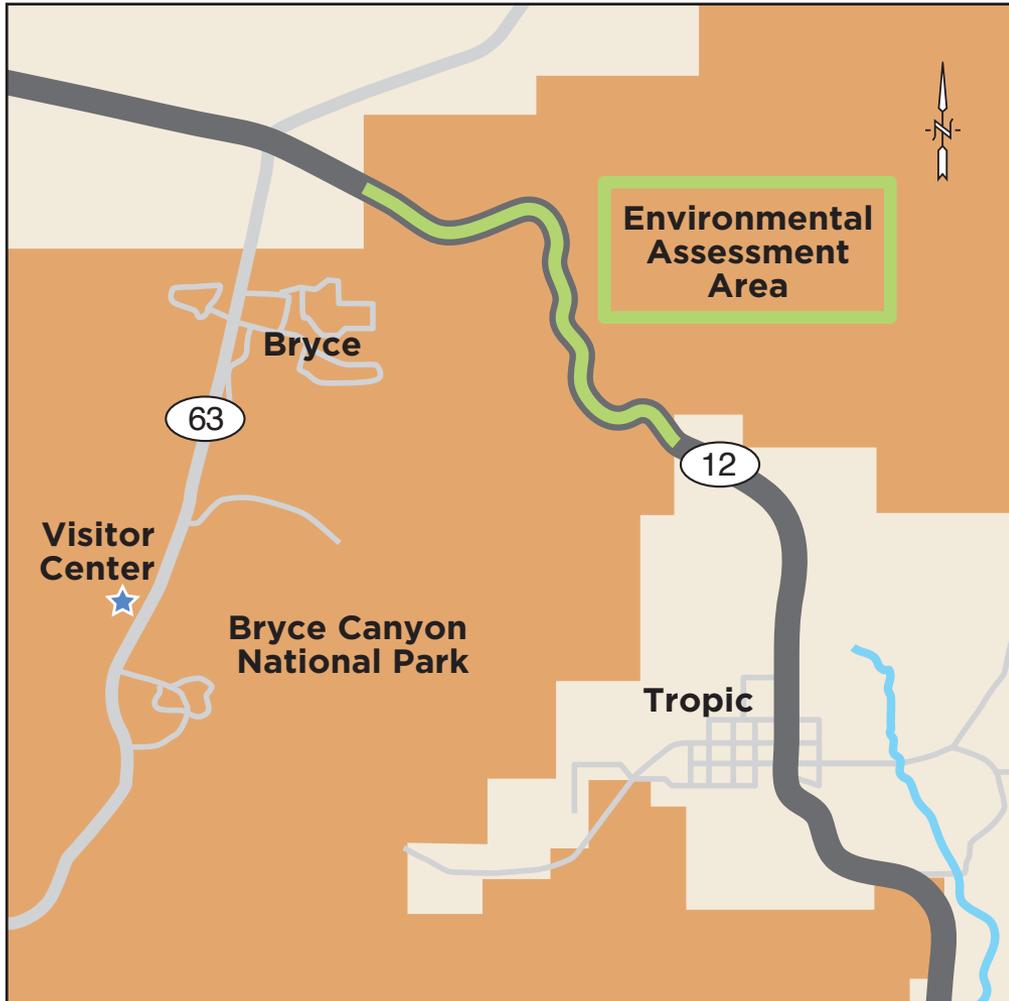
BRYCE CANYON

Environmental Assessment

A UDOT & BRYCE CANYON NATIONAL PARK STUDY

PROJECT NEED

State Route 12 is a critical transportation corridor between the towns of Tropic and Bryce, as well as for Bryce Canyon National Park (BRCA). It is also heavily traveled by tourists visiting Bryce Canyon National Park and other nearby recreation areas. SR-12 has the potential for further deterioration, increasing safety concerns, and more congestion as traffic demands and visitor use rises, resulting in decreases in capacity, mobility, and operational efficiency.



PURPOSE OF THE PROJECT

The purpose of the project is to ensure long-term road stability, preserve infrastructure and improve traffic mobility and safety along the existing SR-12 by providing a transportation corridor that improves access for vehicles, bicyclists and pedestrians.

The purpose is also to formally define the transportation corridor within BRCA for a permanent transportation easement. Under 23 Code of Federal Regulations (CFR) 710.601 and NPS Director's Order #87D (NPS 2000) and Federal Highway Easement Deed process, the project will update the legal description and map of the highway alignment.

State Route 12

BRYCE CANYON

Environmental Assessment
A UDOT & BRYCE CANYON NATIONAL PARK STUDY



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PROPOSED IMPROVEMENTS

State Route 12

BRYCE CANYON

Environmental Assessment

A UDOT & BRYCE CANYON NATIONAL PARK STUDY

- Provide geotechnical stabilization solutions in and around the 2017 landslide area (approx. MP 14.6-14.9) and other areas as necessary.
 - Full-depth pavement reconstruction, add drainage solutions and stability berm/soil nail wall.
- Widen SR-12 to include three 12' travel lanes, including a westbound passing lane and widened shoulders between MPs 14.6 and 15.8.
- Provide 5' bicycle lanes on both sides of SR-12 from MP 14.6 to MP 15.7;
 - eastbound bike lane continuing from MP 15.8 to MP 17.4.
 - westbound bike lane continuing from MP 16.05 to MP 17.4.
- Improve roadside safety with concrete barriers, guardrail, signing striping and other features.



TRAFFIC DATA

State Route 12

BRYCE CANYON

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In 2017, more than 2.5 million people visited BRCA (NPS 2019a). In 2018, the traffic count of visitors entering the main entrance ranged from 12,661 in January to 86,940 in July (NPS 2019b). To better evaluate the traffic counts on SR-12, the Average Annual Daily Traffic (AADT) is used. The AADT is the average volume of traffic for the average 1-day (24-hour) period during a data reporting year at a specific location or specified segment of road. The AADT is projected to increase to 4,122 in 2036 (UDOT 2018a). More recent SR-12 traffic counts from 2017 are shown in Table 1-1 below.

Table 1-1. 2017 Traffic Counts on State Route 12 from Mileposts 14.3 to 18.4

SR-12 Milepost	Number of Vehicles in 2017		
	Westbound	Eastbound	Combined
14.3	1,248	1,552	2,800
14.8	1,255	1,526	2,781
15.4	1,244	1,531	2,775
16.3	1,240	1,538	2,778
17.5	1,141	1,452	2,593
18.4	1,113	1,437	2,550

Source: UDOT (2017b).

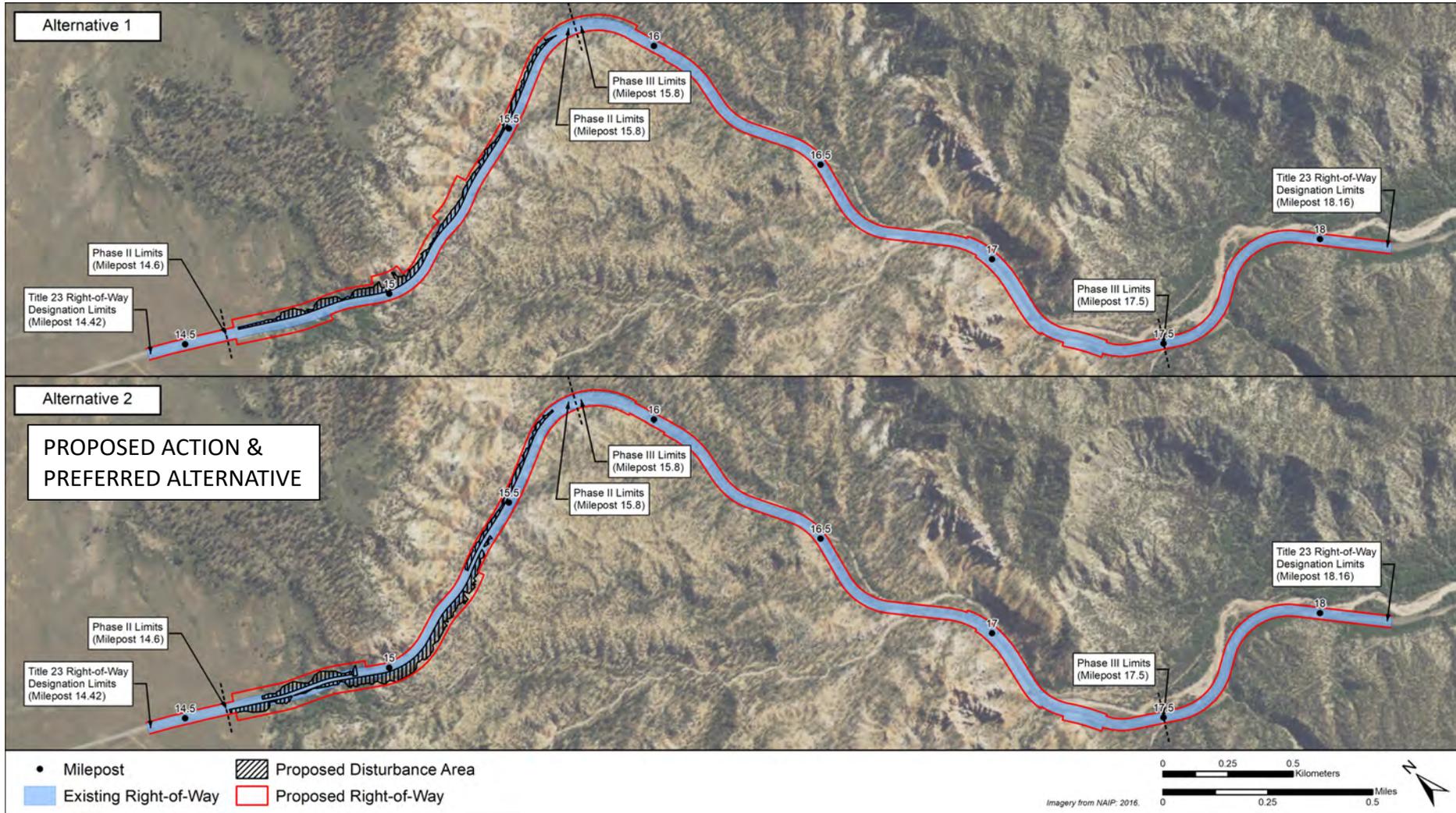
Note: Mossy Cave parking area is near MP 17.5.



ALTERNATIVES

State Route 12 BRYCE CANYON

Environmental Assessment
A UDOT & BRYCE CANYON NATIONAL PARK STUDY



POTENTIAL PROJECT IMPACTS

State Route 12 BRYCE CANYON

Environmental Assessment
A UDOT & BRYCE CANYON NATIONAL PARK STUDY

Human Health & Safety: would benefit from the proposed project vehicle mobility improvements by:

- reducing congestion,
- providing additional shoulder room for collision avoidance and mechanical breakdowns,
- and creation of bike lanes which would reduce the potential for collisions with vehicles.

During construction activities, construction signs would be used to notify drivers about work activities and changes in traffic patterns.

Vegetation: Alternative 1 would result in the removal of 15.14 acres of vegetation and Alternative 2 would result in the removal of 16.9 acres of vegetation. The permanent loss of vegetation would be a relatively small area comprising vegetation types that are abundant in the park.



HOTLINE 888-556-0232 EMAIL SR12BryceCanyon@utah.gov



POTENTIAL PROJECT IMPACTS

Visual/Scenic Resources:

Under Alternative 1 scenic views would remain unchanged with the exception of the loss of rock formations at MP 15.2; however, these would not include special geologic formations such as hoodoos.

Alternative 2 would not result in the loss of rock formations. This alternative would result in larger fill slopes at MPs 14.9 to 15.4. The impacts would be contained within the road corridor and would not affect key visual features, including those that were critical to the establishment of the park.

Aquatic Resources:

Based on preliminary design, Alternative 1 would result in a permanent loss of approximately 0.029 acre (236.52 ft)* of potentially jurisdictional WOUS. Alternative 2 would result in a permanent loss of approximately 0.031 acre (259.11 ft)* of potentially jurisdictional WOUS. Practical avoidance measures could be implemented to further minimize impacts during final design.

**this data was erroneously reported in the EA. This correction will be addressed as part of the errata in the FONSI.*



ECOLOGICAL SYSTEM WITHIN THE PROJECT AREA

State Route 12 BRYCE CANYON

Environmental Assessment
A UDOT & BRYCE CANYON NATIONAL PARK STUDY

Classified as “Developed, Open Space,” a mosaic of ecological systems adjacent to the project area include:

- **Colorado Plateau:** Pinyon-Juniper Woodland and Mixed Bedrock Canyon and Tableland
- **Intermountain Basins:** Big Sagebrush Shrubland and Montane Sagebrush Steppe
- **Southern Rocky Mountain:** Ponderosa Pine Woodland
- **Rocky Mountain:** Cliff and Canyon and Rocky Mountain Ponderosa Pine Woodland

Planned construction activities will have no long term, adverse impacts on the ecological systems present in the survey area.



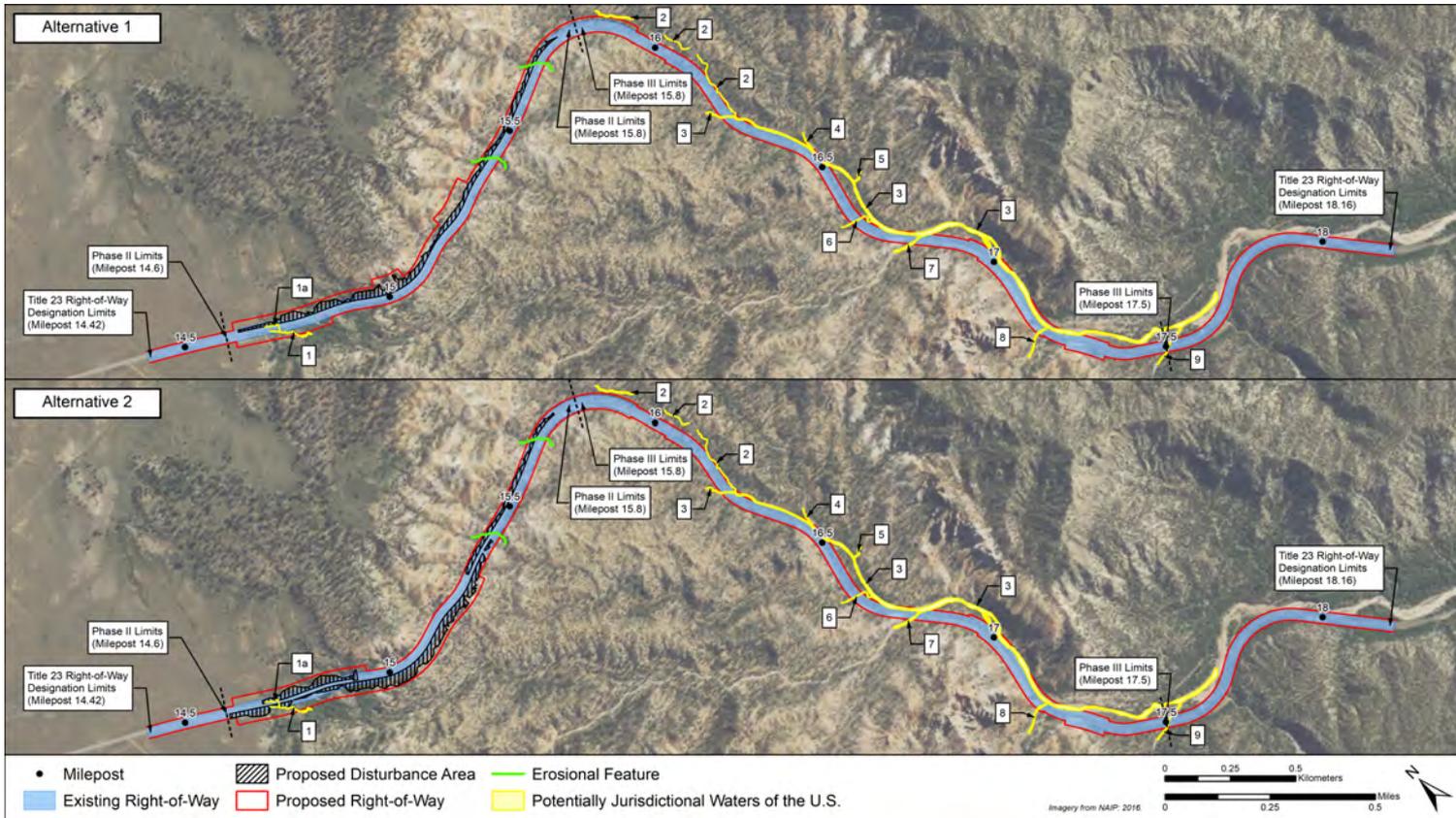
HOTLINE 888-556-0232 EMAIL SR12BryceCanyon@utah.gov



POTENTIALLY JURISDICTIONAL WATERS OF THE UNITED STATES (WOTUS)

State Route 12 BRYCE CANYON

Environmental Assessment
A UDOT & BRYCE CANYON NATIONAL PARK STUDY



State Route 12

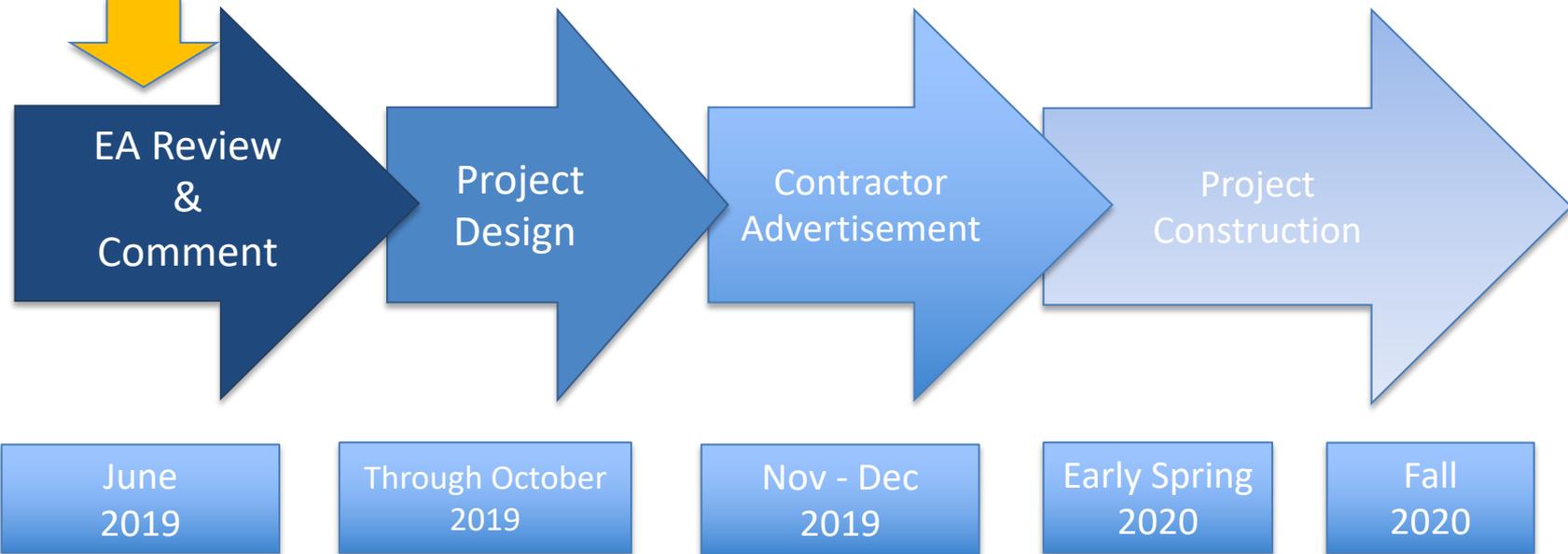
BRYCE CANYON

Environmental Assessment

A UDOT & BRYCE CANYON NATIONAL PARK STUDY

ANTICIPATED PROJECT SCHEDULE

We are here



** schedule is subject to change*



HOTLINE 888-556-0232 EMAIL SR12BryceCanyon@utah.gov



COMMENT PROCESS



State Route 12 BRYCE CANYON

Environmental Assessment
A UDOT & BRYCE CANYON NATIONAL PARK STUDY

The Environmental Assessment is open for public comment through June 27, 2019.

The EA is available on the project website now:

www.udot.utah.gov/go/SR12Bryce

Comments can be made online, at the open house or by emailing the project team at the email address below.



HOTLINE 888-556-0232 EMAIL SR12BryceCanyon@utah.gov



CONTACT US

State Route 12

BRYCE CANYON

Environmental Assessment

A UDOT & BRYCE CANYON NATIONAL PARK STUDY

This project has a dedicated public involvement team. We are here to help throughout the project and can be reached at the contact information below.

Subscribe to email updates to stay up to date on project progress by providing your email address at the sign-in table or emailing “subscribe” to the email address below.

Updates will also be posted on the project website:

www.udot.utah.gov/go/SR12BryceCanyon



HOTLINE 888-556-0232 EMAIL SR12BryceCanyon@utah.gov



4770 S. 5600 W.
WEST VALLEY CITY, UTAH 84118
FED. TAX I.D.# 87-0217663
801-204-6910

APPENDIX H

Deseret News



The Salt Lake Tribune

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CUSTOMER NAME AND ADDRESS

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DATE

6/11/2019

ACCOUNT NAME

SOMERS-JARAMILLO & ASSOCIATES, INC,

TELEPHONE

8015300933

ORDER # / INVOICE

0001255625 / 101255625-

PUBLICATION SCHEDULE

START 05/28/2019 END 06/11/2019

CUSTOMER REFERENCE NUMBER

SR 12 EA Legal Notice

CAPTION

PUBLIC NOTICE The National Park Service (NPS) and Utah Department of

SIZE

41 LINES 3 COLUMN(S)

TIMES

6

TOTAL COST

418.28

PUBLIC NOTICE

The National Park Service (NPS) and Utah Department of Transportation (UDOT) are partnering to improve safety and mobility on State Route 12 in Bryce Canyon National Park (BRCA) between mileposts 14.42-18.16. UDOT and NPS are performing an Environmental Assessment (EA) to evaluate the social, economic, and environmental impacts of the proposed improvements to SR 12:

- extend the existing passing lane approximately one mile east
- restore the previously lost travel lane and shoulder
- widen the road shoulders
- update the legal description and map of the highway alignment

The official public comment period will be open from May 28 - June 27, 2019. A public hearing in open house format will be held on June 18, 2019 from 5 - 7 p.m. at the Tropic Heritage Center, 20 North Main Street, Tropic Utah. EA is available on the project website for public review and comment. Paper copies of the document are also available at the following UDOT offices:

UDOT Central Complex
4501 Constitution Blvd
Taylorsville, UT
84129

UDOT Region 4
210 W 800 S
Richfield, UT
84701

Comments can be submitted via the project website www.udot.utah.gov/go/SR12BryceCanyon or by emailing SR12BryceCanyon@utah.gov through 11:59 p.m. on June 27, 2019.

The open house will be accessible according to the requirements of the Americans with Disabilities Act (ADA). If you have any special language, audio, visual needs please contact the project at least 72 hours prior to the meeting so that accommodations can be provided.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being or have been tied-out by UDOT pursuant to 23 USC 327 and a Memorandum of Understanding dated January 17, 2017, and executed by FHWA and UDOT.

CONTACT INFO:
SR12BryceCanyon@utah.gov
888-556-0232
udot.utah.gov/go/SR12BryceCanyon
1255625

PAXLP

AFFIDAVIT OF PUBLICATION

AS NEWSPAPER AGENCY COMPANY, LLC dba UTAH MEDIA GROUP LEGAL BOOKER, I CERTIFY THAT THE ATTACHED ADVERTISEMENT OF **PUBLIC NOTICE The National Park Service (NPS) and Utah Department of Transportation (UDOT) are partnering to improve safety and mobility on State Route 12 in B** FOR **SOMERS-JARAMILLO & ASSOCIATES, INC,** WAS PUBLISHED BY THE NEWSPAPER AGENCY COMPANY, LLC dba UTAH MEDIA GROUP, AGENT FOR DESERET NEWS AND THE SALT LAKE TRIBUNE, DAILY NEWSPAPERS PRINTED IN THE ENGLISH LANGUAGE WITH GENERAL CIRCULATION IN UTAH, AND PUBLISHED IN SALT LAKE CITY, SALT LAKE COUNTY IN THE STATE OF UTAH. NOTICE IS ALSO POSTED ON UTAHLEGALS.COM ON THE SAME DAY AS THE FIRST NEWSPAPER PUBLICATION DATE AND REMAINS ON UTAHLEGALS.COM INDEFINITELY. COMPLIES WITH UTAH DIGITAL SIGNATURE ACT UTAH CODE 46-2-101; 46-3-104.

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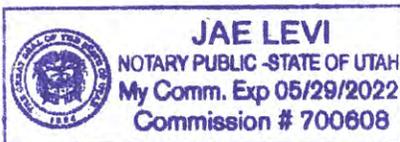
SIGNATURE _____

STATE OF UTAH)

COUNTY OF SALT LAKE)

SUBSCRIBED AND SWORN TO BEFORE ME ON THIS 11TH DAY OF JUNE IN THE YEAR 2019

BY LORRAINE GUDMUNDSON.



NOTARY PUBLIC SIGNATURE

4770 S. 5600 W.
WEST VALLEY CITY, UTAH 84118
FED.TAX I.D.# 87-0217663
801-204-6910

Deseret News



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UDOT Central Complex 4501 Constitution Blvd Taylorsville, UT 84129	UDOT Region 4 210 W 800 S Richfield, UT 84701
--	---

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CONTACT INFO:
SR12BryceCanyon@utah.gov
888-556-0232
udot.utah.gov/go/SR12BryceCanyon
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PUBLISHED ON Start 05/28/2019 End 06/11/2019

DATE 6/11/2019

SIGNATURE *Stu Gudmundson*

STATE OF UTAH)

COUNTY OF SALT LAKE)

SUBSCRIBED AND SWORN TO BEFORE ME ON THIS 11TH DAY OF JUNE IN THE YEAR 2019

BY LORAIN GUDMUNDSON.



Jae Levi
NOTARY PUBLIC SIGNATURE



National Park Service
U.S. Department of the
Interior

Bryce Canyon National Park
P.O. Box 640201
Bryce, Utah 84764

435-834-5322
www.nps.gov/brca

May 28, 2019
For Immediate Release
UDOT: Kevin Kitchen (435)-979-4551
NPS: Peter Densmore (435) 834-4744

19-08

Bryce Canyon and UDOT Study to Repair State Route 12 Available for Public Comment



BRYCE, UT – The National Park Service (NPS) and Utah Department of Transportation (UDOT) are partnering to improve safety and mobility on State Route 12 in Bryce Canyon National Park (BRCA) between mileposts 14.42-18.16. An Environmental Assessment (EA) is now available online at www.udot.utah.gov/go/SR12BryceCanyon for public review and comment. Comments can be made from May 28, 2019 through June 27, 2019 on the website or by emailing SR12BryceCanyon@utah.gov.

UDOT and BRCA initiated the study to address a troublesome landslide area on SR-12 at between mileposts 14 and 15. Since 2015, UDOT Region 4 has performed multiple repairs and preventative activities. In February 2017 a deep-seated landslide occurred creating a large scar nearly 1,000 feet down the slope and losing a 200-foot-long section of the eastbound travel lane. Emergency repairs were made and UDOT and BRCA began coordinating to make permanent repairs.

The Environmental Assessment is now available for public review and comment. It evaluated the social, economic and environmental impacts of the following proposed improvements to SR-12:

- Extending the existing passing lane approximately one mile east
- Restoring the previously lost travel lane and shoulder
- Widening road shoulders along SR-12
- Updating the legal description and map of the highway alignment

A Public Hearing in open house format will be held from 5:00 -7:00 p.m., June 18, 2019 at the Tropic Heritage Center, 20 North Main Street in Tropic, Utah. The public can contact the project for more information at 888-556-0232 or SR12BryceCanyon@utah.gov

-NPS-

About the National Park Service: More than 20,000 National Park Service employees care for America's 419 national park units and work with communities across the nation to help preserve local history and create close-to-home recreational opportunities. Visit us at www.nps.gov, on Facebook www.facebook.com/nationalparkservice, Twitter www.twitter.com/natparkservice, and YouTube www.youtube.com/nationalparkservice.

APPENDIX J - OPEN HOUSE SIGN-IN

UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET
Project Description: SR-12 Bryce Canyon Environmental Assessment
Project Number: F-0012(43)15
Pin: 15632

The Utah Department of Transportation monitors attendance to ensure non-discrimination. We appreciate you providing this information.

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
				<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Jeffrey Eaton	jeaton@weber.edu	P.O. Box 231 Tropic, UT 84776	435-679-8685	<input checked="" type="checkbox"/> Male <input checked="" type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Dennis Pollock	dipollock@tycho.com	P.O. Box 39 Tropic UT 84776	435-679-8020	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
WALON BRINKERHOFF	walonb@socw.com	P.O. Box 75 Tropic, UT 84776	435-616-0606	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
LOWELL MECHAM		Box 38 Tropic UT 84776	435-679-8828	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Andy Mortensen		PO Box 55 Henrieville UT	435-231-3019	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
David Telby	david.telby@gmail.com	PoBox 640032 Bryce, UT 84304	435-231-1872	<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other
JOHN HOLLAND	jholland_sbl2@gmail.com	PO Box 132 Tropic, UT 84776		<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
Joe Thompson	joseph.thompson@hotmail.com	Box 60 Cannonville UT 84718	435-691-5559	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
				<input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Person with Disability	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other

This information will only be used to monitor attendance at public meetings and for data collection purposes, as specified by law (CFR 23 200.9(4)).

Sign In sheet will become part of the public record for this project.

UTAH DEPARTMENT OF TRANSPORTATION SIGN-IN SHEET
Project Description: SR-12 Bryce Canyon Environmental Assessment
Project Number: F-0012(43)15
Pin: 15632

The Utah Department of Transportation monitors attendance to ensure non-discrimination. We appreciate you providing this information.

Name (Please print or write clearly)	Email address	Address (City, State and Zip)	Phone Number	OPTIONAL	
Clint Pierson	clintpierson.gcsso@gmail.com	po box 165 Tropic, ut	435-679-8479	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	<input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander
				<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input checked="" type="checkbox"/> White <input type="checkbox"/> Other
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				<input type="checkbox"/> Person with Disability	<input type="checkbox"/> Black <input type="checkbox"/> Hispanic <input type="checkbox"/> White <input type="checkbox"/> Other

This information will only be used to monitor attendance at public meetings and for data collection purposes, as specified by law (CFR 23 200.9(4)).

Sign In sheet will become part of the public record for this project.

APPENDIX K: COMMENT RESPONSE MATRIX

Document Title		State Route 12, Road Stabilization and Improvements -Garfield County, Utah – Environmental Assessment				
Document Date		May 2019				
Item	Page	Section	Sent.	Comment	Comment Type	Response
Paleontological Resources	6	1.5	May 29, 2019	There are significant vertebrate fossil localities along the planned construction (which were previously reported to UDOT) are and nothing was included in the mitigation for these localities. There should be some sampling of these sites and monitoring during construction.	Request for additional study/mitigation	<p>In accordance with the 2010 Memorandum of Understanding (MOU) between the Utah Department of Transportation (UDOT) and the Utah Geological Survey (UGS), paleontological survey or monitoring will be conducted of the Wahweap Formation between milepost 14.8 to 15.5 of SR-12 prior to construction. If it is determined there is potential to impact significant paleontological specimens, UDOT will consult with UGS to seek ways to avoid, minimize, or mitigate the impacts as described in the MOU. This could include mitigation by collection or excavation if determined appropriate.</p> <p>This commitment, as well as a correction to the paleontological resources evaluation in the EA, has been added to project mitigation commitments as documented in the FONSI errata.</p>
Purpose and Need	3	1.3	June 10, 2019	Seriously, working to improve the safety and add passing lanes??? Do not realize that 90% of the drivers turn off of SR 12 at the junction to Bryce Canyon National Park. Why are you spending your efforts to mitigate supposed problems on the road that gets the least amount of Bryce Canyon traffic. I timed myself yesterday (June 9, 2019) from Mossy Cave to the top, it took 5.5 minutes. How much money are you proposing to spend so that I can reach	Question about project purpose.	<p>The preferred alternative would permanently stabilize the roadway in the vicinity of the landslide and improve mobility and safety along SR-12 within Bryce Canyon National Park (BRCA), reduction of corridor travel time is not part of the project's purpose.</p> <p>Additionally, the project area does not include Red Canyon which is located outside of BRCA.</p>

Comment Response Matrix

Document Title		State Route 12, Road Stabilization and Improvements -Garfield County, Utah – Environmental Assessment				
Document Date		May 2019				
Item	Page	Section	Sent.	Comment	Comment Type	Response
				the summit a minute earlier? This is a total waste of time and resources, instead put in a passing lane on SR 12 in Red Canyon shortly after the tunnels. That's where its needed and would be an easy fix. I see that you have already started planning, so apparently you are not really interested in hearing from us, i don't for one minute think you actually read or care about my opinion. Another point to finish-- if you think that speed is a problem, especially around Mossy Cave, just go ahead and put in your "improvements" and you will really see the speeds go up. Give them more room and they will take advantage of it.		
Bike Lanes, Phasing, Mossy Cave	7,12	1.5, 2.1.2.1	June 11, 2019	I think the project is great but it should only be the first phase of the Hwy 12 improvements through the park. Because of the roads very narrow shoulders, bicycles are a major hazard, so the bike lane needs to be extended to the eastern park line. Also, there needs to be work in the Mossy Cave area to accommodate the massive increase in visitors to that area. This needs to include more parking and pullouts.	Request for additional phases.	Bike lanes would be added between MP 14.65 and 17.4 in eastbound and westbound directions under the Preferred Alternative. Extension of bike lanes east of MP 17.4 and additional improvements in the vicinity of Mossy Cave are not part of the proposed action for this project but may be considered in the future. Improvements to the Mossy Cave parking area would be outside of the proposed UDOT ROW.

Comment Response Matrix

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			June 12, 2019	I support this project. Highway 12 is important to ours and the surrounding communities. The fear of this road being closed when it was sloughing off was worrisome to our residents. We rely on this road to get our kids to school and attend church. Many employees from the communities below Bryce work in Bryce Canyon City and in the park. This is the only route we have. Hwy 12 is also one of the main corridors that tourist take to get from Zion National Park to Arches.	Statement of preference.	Thank you for your comment
			June 16, 2019	This is a great project and needs to be done. I'm all for it!	Statement of preference.	Thank you for your comment
Phasing, Mossy Cave	8, 18	1.5, 3.1	June 17, 2019	I would like to see the Highway 12 repair project, through Bryce Canyon, extend to include parking at Mossy Cave pullout. The most dangerous part of the road is at the Mossy Cave trailhead. My children have had near misses at this location many times. Please do the right thing and include an expanded parking lot at Mossy Cave while you are repairing the other section of road.	Request for additional phases.	Additional improvements in the vicinity of Mossy Cave are not part of the proposed action for this project but may be considered in the future, as discussed in Chapter 3 of the EA. Improvements to the Mossy Cave parking area would be located outside of the proposed UDOT ROW.

Comment Response Matrix

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Phasing, Mossy Cave	8, 18	1.5, 3.1	June 18, 2019	I would love for there to be expanded parking at the Mossy cave pull out! There have been many times where a tourist pulls out in front of me or my family. This needs to be addressed!	Request for additional phases.	Additional improvements in the vicinity of Mossy Cave are not part of the proposed action for this project but may be considered in the future, as discussed in Chapter 3 of the EA. Improvements to the Mossy Cave parking area would be located outside of the proposed UDOT ROW.
Phasing, Mossy Cave	8, 18	1.5, 3.1	June 18, 2019	I am thankful they are going to finally fix the dump but until the park service is willing to put time and money into the mossy cave turn out, it needs to be closed to the public before someone is killed! I have had numerous close calls. Especially no tours buses!	Request for additional phases.	Additional improvements in the vicinity of Mossy Cave are not part of the proposed action for this project but may be considered in the future, as discussed in Chapter 3 of the EA. Improvements to the Mossy Cave parking area would be located outside of the proposed UDOT ROW.
Phasing, Passing Lane, Mossy Cave	3, 8, 18	1.3, 1.5, 3.1	June 18, 2019	A passing lane from the bottom to the top of the dump is needed due to the sheer increase in park visitation traffic. Also, the mosey cave parking area is one of the most dangerous areas on highway 12. It is critical that this area be included in the project. I've seen so many near misses that it's has become the norm to decrease traveling speed to 20 to 25 miles an hour when approaching it. The near misses are not only with vehicles but people walking along side the road to get to vehicles parked outside the parking area along side the road to the south and north. If something is not done here, someone is going to get killed.	Request for additional phases.	Additional improvements in the vicinity of Mossy Cave are not part of the proposed action for this project but may be considered in the future, as discussed in Chapter 3 of the EA. Improvements to the Mossy Cave parking area would be located outside of the proposed UDOT ROW.

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Phasing, Mossy Cave	8, 18	1.5, 3.1	June 19, 2019	Mossy cave has had a huge rise in tourist visitation. It has caused many people parking alongside the road and causing a dangerous situation. Some additional parking needs to be provided to eliminate the possibility of accidents and injuries. The local people have had or seen some very close calls while trying to return home.	Request for additional phases.	Additional improvements in the vicinity of Mossy Cave are not part of the proposed action for this project but may be considered in the future, as discussed in Chapter 3 of the EA. Improvements to the Mossy Cave parking area would be located outside of the proposed UDOT ROW.
Phasing, Mossy Cave	8, 18	1.5, 3.1	June 19, 2019	Mossy Cave has seen a huge rise in visitors and unless something is done to provide parking there is going to be some people getting hurt. Use some of the near by property to make it easier for visitors to safely visit this unique site.	Request for additional phases.	Additional improvements in the vicinity of Mossy Cave are not part of the proposed action for this project but may be considered in the future, as discussed in Chapter 3 of the EA. Improvements to the Mossy Cave parking area would be located outside of the proposed UDOT ROW.
Phasing, Mossy Cave	8, 18	1.5, 3.1	June 21, 2019	Expanding and making the mossy cave parking is essential. The risk of having car pedestrian accidents in this area is incredibly high.	Request for additional phases.	Additional improvements in the vicinity of Mossy Cave are not part of the proposed action for this project but may be considered in the future, as discussed in Chapter 3 of the EA. Improvements to the Mossy Cave parking area would be located outside of the proposed UDOT ROW.
Paleontological Resources	6	1.5	June 18, 2019	So, I was asked to make a manner of record of the knowledge that I have of a dinosaur fossil located below the highway in the project area. And my commitment to Ryan Anderson, project manager for the Department of Transportation, is I am going to retrieve	Request for additional study/ mitigation.	In accordance with the 2010 Memorandum of Understanding (MOU) between the Utah Department of Transportation (UDOT) and the Utah Geological Survey (UGS), paleontological survey or monitoring will be conducted of the Wahweap Formation between milepost 14.8 to 15.5 of SR-12 prior

Comment Response Matrix

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				<p>a photograph which I will send to him along with GPS coordinates for the location of the fossil.</p> <p>This had been discovered two years ago. As close as we can tell, speaking to a couple of different paleontologists, I think the best advice I got was it was likely an avian dinosaur bone. And it's embedded in a boulder, so it's not to be moved unless it was something of great value to science. Then it certainly could be moved. But the advice is, it was probably an avian bone and not significant because, not part of the skull, not part of a cervical spine. And not significant.</p> <p>Interesting that it's located in the claron formation, the limestone of Bryce Canyon, which was deposited between 65 and 40 million years ago because there were no dinosaurs here at that time. But it's pretty clear to me from its location, and just looking at the bones, appears to have been broken off, that it probably relocated itself from uphill above the highway. So, maybe when the highway was under construction the bone fell on the road, and it got pushed off the road. But it likely came out of the layer of cliff forming above the highway in the project area, and then was</p>		<p>to construction. If it is determined there is potential to impact significant paleontological specimens, UDOT will consult with UGS to seek ways to avoid, minimize, or mitigate the impacts as described in the MOU. This could include mitigation by collection or excavation if determined appropriate.</p> <p>This commitment, as well as a correction to the paleontological resources evaluation in the EA, has been added to project mitigation commitments as documented in the FONSI errata.</p>

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				relocated to where I found it two years ago. That's it. There's a bone. It's there. It's a fossil. It belonged to a dinosaur.		
Passing lane, Bike lane, Mossy Cave	7	1.5	June 27, 2019	Yes, we need a third lane for trucks. There are a lot of trucks. Plus the bridge on the curve at Mossy Cave has GOT to be fixed, widened, whatever. What we DON'T need are bicycles on Highway 12. Even when wider shoulders or bicycle paths are provided, they do not use them and they command that you cannot pass another vehicle if they are bicycling along the highway. Not to mention how they ride on the road, no matter the conditions, amount of traffic, they do not care. They do not own the roads. And a bad, bad killing accident is bound to happen. And soon. Plus, ending wider shoulders at the bridge only puts them back on the road, impeding traffic and causing major hazards. Highway 12 is not made for this much traffic, let alone bicycles too. Just get the dump fixed, get a third lane for the big trucks and all the slow traffic, fix the bumpy road, fix the bridge at Mossy Cave, more parking at Mossy Cave, and restrict bicycles on Highway 12. That's it	Statement of Preference, Request for additional phases	<p>The preferred alternative would improve mobility and safety for all modes along SR-12 within Bryce Canyon National Park (BRCA).</p> <p>Additional improvements in the vicinity of Mossy Cave are not part of the proposed action for this project but may be considered in the future, as discussed in Chapter 3 of the EA. Improvements to the Mossy Cave parking area would be located outside of the proposed UDOT ROW.</p>



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
*Lieutenant
Governor*

Office of the Governor
PUBLIC LANDS POLICY COORDINATING OFFICE

KATHLEEN CLARKE
Director

APPENDIX L -
ORIGINAL COMMENTS

June 25, 2019

Sent via electronic mail: nkisen@utah.gov

Naomi Kisen
Environmental Program Manager I
Utah Department of Transportation
2010 South 2760 West
Salt Lake City, Utah, 84104

Subject: State Route 12 Road Stabilization and Improvements EA
RDCC Project No. 69443

Dear Ms. Kisen:

The Public Lands Policy Coordinating Office received the following comments from Utah Geological Survey (UGS) concerning the State Route 12 Road Stabilization and Improvements project located in Garfield County.

Initial paleontological recommendations for this project were submitted in 2017 under U.C.A. 79-3-508 (Paleontological) Compliance as a project that qualifies for treatment under the UDOT/UGS executed Memorandum of Understanding. UGS's analysis indicated the occurrence of significant paleontological resources and a recommendation for mitigation of these resources (see p. 86 of UDOT EA). The purpose of the current EA project is to ensure long-term stabilization near the 2017 landslide area, which has also resulted in ongoing impacts to the paleontological resource. Recommendations of paleontologist Jeffrey G. Eaton, Ph.D. (retired Professor of Geology, Weber State University), were submitted to UDOT in a letter dated May 31, 2019. The office of the State Paleontologist, Utah Geological Survey, concurs with these recommendations and the need to mitigate these critical paleontological resources.

Naomi Kisen
Environmental Program Manager I
UDOT
June 25, 2019
Page 2

Thank you for the opportunity to provide comment on the proposed road stabilization and improvements project. Please direct any written questions regarding this correspondence to the Public Lands Policy Coordinating Office at the address below, or call to discuss any questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read 'K. Clarke', with a long horizontal flourish extending to the right.

Kathleen Clarke
Director

S.R. 12 Road Stabilization and Improvements Environmental Assessment Public Comments

Email address *

[REDACTED]

Name

[REDACTED]

Affiliation

Retired

Phone Number

[REDACTED]

Comment

There are significant vertebrate fossil localities along the planned construction (which were previously reported to UDOT) are and nothing was included in the mitigation for these localities. There should be some sampling of these sites and monitoring during construction.

S.R. 12 Road Stabilization and Improvements Environmental Assessment Public Comments

Email address*

[Redacted]

Name

[Redacted]

Affiliation

Business owner

Phone Number

[Redacted]

Comment

Seriously, working to improve the safety and add passing lanes??? Do not realize that 90% of the drivers turn off of SR 12 at the junction to Bryce Canyon National Park. Why are you spending your efforts to mitigate supposed problems on the road that gets the least amount of Bryce Canyon traffic. I timed myself yesterday (June 9, 2019) from Mossy Cave to the top, it took 5.5 minutes. How much money are you proposing to spend so that I can reach the summit a minute earlier? This is a total waste of time and resources, instead put in a passing lane on SR 12 in Red Canyon shortly after the tunnels. That's where its needed and would be an easy fix. I see that you have already started planning, so apparently you are not really interested in hearing from us, i don't for one minute think you actually read or care about my opinion. Another point to finish-- if you think that speed is a problem, especially around Mossy Cave, just go ahead and put in your "improvements" and you will really see the speeds go up. Give them more room and they will take advantage of it.

Sincerely,


Cannonville, UT

This form was created inside of State of Utah.

S.R. 12 Road Stabilization and Improvements Environmental Assessment Public Comments

Email address*

[REDACTED]

Name

[REDACTED]

Affiliation

Resident

Phone Number

[REDACTED]

Comment

I think the project is great but it should only be the first phase of the Hwy 12 improvements through the park.

Because of the roads very narrow shoulders, bicycles are a major hazard, so the bike lane needs to be extended to the eastern park line.

Also, there needs to be work in the Mossy Cave area to accommodate the massive increase in visitors to that area. This needs to include more parking and pullouts.

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UTAH STATE GOVERNMENT
2025

S.R. 12 Road Stabilization and Improvements Environmental Assessment Public Comments

Email address*

[REDACTED]

Name

[REDACTED]

Affiliation

Bryce Canyon City

Phone Number

[REDACTED]

Comment

I support this project. Highway 12 is important to ours and the surrounding communities. The fear of this road being closed when it was sloughing off was worrisome to our residents. We rely on this road to get our kids to school and attend church. Many employees from the communities below Bryce work in Bryce Canyon City and in the park. This is the only rout we have. Hwy 12 is also one of the main corridors that tourist take to get from Zion National Park to Arches.

This form was created inside of State of Utah.

S.R. 12 Road Stabilization and Improvements Environmental Assessment Public Comments

Email address*

[REDACTED]

Name

[REDACTED]

Affiliation

Tropic town resident, employed at Ruby's Inn

Phone Number

[REDACTED]

Comment

This is a great project and needs to be done. I'm all for it!

S.R. 12 Road Stabilization and Improvements Environmental Assessment Public Comments

Email address*

[REDACTED]

Name

[REDACTED]

Affiliation

Resident Bryce Canyon City

Phone Number

[REDACTED]

Comment

I would like to see the Highway 12 repair project, through Bryce Canyon, extend to include parking at Mossy Cave pullout. The most dangerous part of the road is at the Mossy Cave trailhead. My children have had near misses at this location many times. Please do the right thing and include an expanded parking lot at Mossy Cave while you are repairing the other section of road.

This form was created inside of State of Utah.

Created by [unclear]

S.R. 12 Road Stabilization and Improvements Environmental Assessment Public Comments

Email address*

[REDACTED]

Name

[REDACTED]

Affiliation

Tropic resident

Phone Number

[REDACTED]

Comment

I would love for there to be expanded parking at the Mossy cave pull out! There have been many times where a tourist pulls out in front of me or mny family. This needs to be addressed!

S.R. 12 Road Stabilization and Improvements Environmental Assessment Public Comments

Email address*

[REDACTED]

Name

[REDACTED]

Affiliation

.....

Phone Number

[REDACTED]

Comment

I am thankful they are going to finally fix the dump but until the park service is willing to put time and money into the mossy cave turn out, it needs to be closed to the public before someone is killed! I have had numerous close calls. Especially no tours buses!

.....

S.R. 12 Road Stabilization and Improvements Environmental Assessment Public Comments

Email address*

[REDACTED]

Name

[REDACTED]

Affiliation

Resident of Tropic

Phone Number

[REDACTED]

Comment

A passing lane from the bottom to the top of the dump is needed due to the sheer increase in park visitation traffic. Also, the mosey cave parking area is one of the most dangerous areas on highway 12. It is critical that this area be included in the project. I've seen so many near misses that it's has become the norm to decrease traveling speed to 20 to 25 miles an hour when approaching it. The near misses are not only with vehicles but people walking along side the road to get to vehicles parked outside the parking area along side the road to the south and north. If something is not done here, someone is going to get killed.

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S.R. 12 Road Stabilization and Improvements Environmental Assessment Public Comments

Email address*

[REDACTED]

Name

[REDACTED]

Affiliation

Resident in tropic

Phone Number

[REDACTED]

Comment

Mossy cave has had a huge rise in tourist visitation. It has caused many people parking along side the road and causing a dangerous situation. Some additional parking needs to be provided to eliminate the possibility of accidents and injuries. The local people have had or seen some very close calls while trying to return home.

S.R. 12 Road Stabilization and Improvements Environmental Assessment Public Comments

Email address*

[REDACTED]

Name

[REDACTED]

Affiliation

Tropic resident who travels this route every day

Phone Number

[REDACTED]

Comment

Mossy Cave has seen a huge rise in visitors and unless something is done to provide parking there is going to be some people getting hurt. Use some of the near by property to make it easier for visitors to safely visit this unique site. Art & Vicki Syrett

S.R. 12 Road Stabilization and Improvements Environmental Assessment Public Comments

Email address*

[REDACTED]

Name

[REDACTED]

Affiliation

Tropic resident

Phone Number

Comment

Expanding and making the mossy cave parking is essential. The risk of having car pedestrian accidents in this area is incredibly high.

S.R. 12 Road Stabilization and Improvements Environmental Assessment Public Comments

Email address*

[Redacted]

Name

[Redacted]

Affiliation

Phone Number

Comment

Yes, we need a third lane for trucks. There are a lot of trucks. Plus the bridge on the curve at Mossy Cave has GOT to be fixed, widened, whatever. What we DONT need are bicycles on Highway 12. Even when wider shoulders or bicycle paths are provided, they do not use them and they command that you cannot pass another vehicle if they are bicycling along the highway. Not to mention how they ride on the road, no matter the conditions, amount of traffic, they do not care. They do not own the roads. And a bad, bad killing accident is bound to happen. And soon. Plus, ending wider shoulders at the bridge only puts them back on the road, impeding traffic and causing major hazards. Highway 12 is not made for this much traffic, let alone bicycles too. Just get the dump fixed, get a third lane for the big trucks and all the slow traffic, fix the bumpy road, fix the bridge at Mossy Cave, more parking at Mossy Cave, and restrict bicycles on Highway 12. That's it.

This form was created inside of State of Utah.

Caro, Jr. Perini